

THE CORPORATION OF NORFOLK COUNTY
Council-in-Committee Meeting

January 11, 2022

3:00 p.m.

Council Chambers*

*Conducted as a virtual meeting

Live Stream: www.norfolkcounty.ca/watch-norfolk-county-meetings

*Due to Covid-19 restrictions, there is no public access to Council Chambers.

Proceedings are web-streamed live and archived on the County's website.

Deputations are presented electronically.

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1. Disclosure of Pecuniary Interest	
2. Approval of Agenda/Changes to the Agenda	
3. Closed Session	
3.1. New Ontario Land Tribunal Matter - Case No. PL210113-225 & 230 Chapman Street East and 2 Lynn Street, Port Dover (Gamble Shipyard)	
Pursuant to Section 239(2)(e)(f) of the Municipal Act, 2001, as amended as the subject matters pertains to litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; advice that is subject to solicitor-client privilege, including communications necessary for that purpose.	
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Council-In-Committee Meeting – January 11, 2022

Subject: Downtown Simcoe Pilot Project – Extension 2022
Report Number: CAO-22-004
Division: Chief Administrative Officer
Department: Clerks and By-law
Purpose: For Decision

Recommendation(s):

THAT Report CAO 22-004 Downtown Simcoe Pilot Project – Extension 2022, be received for information;

AND THAT Council approve an extension of the pilot project allowing for the following three downtown parking lots to remain as 48 hour maximum parking zones until March 31, 2022:

- Lot 1 – Bordered by Culver, Argyle and Sydenham streets
- Lot 2 – 86 Argyle street at the Lynn River bridge
- Lot 3 - Between Kent & Colborne streets near Robinson and Young;

AND FURTHER THAT staff bring forward a report outlining the results of the pilot project prior to the end of Q1 2022.

Executive Summary:

The purpose of Staff Report CAO 22-004 is to seek approval from Council to extend the Downtown Simcoe pilot project to March 31, 2022, to allow for 48 hour parking zones in the three County-owned lots within Downtown Simcoe located at:

- Lot 1 - Bordered by Culver, Argyle and Sydenham Streets
- Lot 2 - 86 Argyle Street at the Lynn River Bridge
- Lot 3 - Between Kent & Colborne Streets near Robinson Ave and Young Street.

Discussion:

At the September 14, 2021 Council-in-Committee meeting, Council approved a three-month pilot project in Downtown Simcoe to lessen the street-side parking usage often occupied by residents and employees by transitioning three municipal parking lots from 2 hour maximum to 48 hour maximum between October 1st to December 31st.

This pilot project was intended to alleviate some of the parking challenges while providing an opportunity to collect parking statistics; initial feedback has indicated this has been accomplished. Enforcement blitzes were carried out in November and December 2021 and resulted in numerous fines being issued to vehicles parking in excess of time limits on both the street and municipal parking lot spaces.

A consultant was contracted to collect utilization data within these assigned lots during the three-month period, which will assist staff in determining the outcomes of the pilot project. Additionally two surveys were circulated to downtown businesses and downtown residents, shoppers and visitors, for the purpose of gathering feedback on the pilot project initiative.

The data and surveys have been compiled and staff require some time to review and analyze the results in order to provide Council an overview on the impacts of the pilot project. As staff believe this project has assisted with the parking issues in Downtown Simcoe, staff request extending the pilot project to allow for the 48 hour parking zones to remain until March 31, 2022. A report will be provided to Council prior to the end of Q1 2022 to allow Council to determine if the 48 hour zones should remain in effect or returned to 2-hour parking zones.

The parking lots already include the required signage and there are no additional costs required to allow the pilot project to remain in effect until the end of March, 2022. Enforcement staff will continue to provide enforcement blitzes throughout Q1.

Financial Services Comments:

There are no material financial implications anticipated as a result of the proposed extension to downtown Simcoe parking restrictions.

Interdepartmental Implications:

N/A

Consultation(s):

Strategic Plan Linkage:

This report aligns with the 2019-2022 Council Strategic Priorities "Focus on Service".

Explanation: Modernizing and using common sense approaches to create outstanding customer experiences.

Conclusion:

Staff recommend extending the Downtown Simcoe Pilot Project to March 31, 2022.

Attachment(s):

Submitted By:
Al Meneses
Chief Administrative Officer

Reviewed By:
Bill Cridland, General Manager of
Operations, Zvi Lifshiz, Director,
Strategic Innovation and Economic
Development

Prepared By:
Teresa Olsen
County Clerk

Request for Deputation

Request for Deputation and/or any written submissions and background information for consideration must be submitted to the Council Services Department. Deputations that are not related directly to agenda items may be placed on the next appropriate agenda at the County Clerk's discretion

Any Information contained on this form will be made public through the publication of the agenda. Through submission of a Request for Deputations, individuals are agreeing to the release and inclusion of their personal information within the public record. Applicants may request the removal of their personal contact information when submitting this form. The request to remove personal contact information cannot be made after agenda publication. Please note that all meetings occur in an open public forum and are regularly recorded and televised.

Please Print

Subject: Review of Active Transportation Plan

Name: Rob Martin

Address: Personal Information

Home Phone: Personal Information **Business:** _____

E-Mail: Personal Information

Name of Group or Person(s) being represented (if applicable):

Pathways for People/Silver Spokes CC (Ride Captain - Exec. Member)

Details of the nature of the business/purpose:

Present Council with a Review of the ATP as it applies to Cycling Infrastructure;
- Establish a Process of Periodic Review of Concerns against Upcoming Road Repairs so that Improvements can be made at a Practical & Appropriate Time.
- Prompt Review of Critical Locations in the ATP that Interim Improvements can be made.
- Clarify Status of Certain Locations of Interest not Necessarily Requiring Infrastructure Improvements

(Additional information can be attached separately):

Deputation requirements: ☐ easel ☐ projector ☐ laptop

other: _____

All deputations are limited to ten minutes with no time extensions possible.

Upon receipt and approval of a Deputation, full details on the process will be sent to all presenters.

To submit your form or ask questions please contact the Clerk's department at:

Clerks@norfolkcounty.ca or 519-426-5870



*Accessibility accommodations are available.
Please make your request in advance.*

ATP Observations & Recommendations

General Criteria

Bike Friendly Community (BFC) Principles – Safety & Accessibility for Cyclists, Pedestrians & Other Slow Moving Means of Transport through a collaborated effort with Norfolk Public Works towards building a Livable & Healthy Community as well as Enhancing Norfolk's Reputation as a Cycling Destination.

Emphasis on

- ATP Items for Re-Consideration
- Omission or Oversight from ATP
- Exit & Return Routes – Moderate to High Speed
- Undulating or Hilly Impacting Motorist Sightlines
- Implementation During Major Repairs or Construction
- Most Adjacent to Areas with ATP Initiatives
- Consistent to Similar Areas & Circumstances
- Potential Bike Friendly (BFC) "Fast Track" Locations
- In cases beneficial to pedestrians
- Entice some Cyclists, Pedal Assist etc. away from Rail Trails

A variety of Book 18 infrastructures would alleviate concerns, the most obvious being shoulders, and/or sharrows. The latter useful where road allowances are limited.

It is presumed that areas already designated in the ATP for Bike Lanes, Buffered Paved Shoulders, Paved Shoulders, Sharrows, In Boulevard/Off Road Multi Use Trails & Edge lines will be duly considered as Major Repairs & Re-Construction Projects are planned & executed.

General Questions

1. **Status of Paved Shoulders for Long Point Causeway (#51)** – relates to omission of Highway 59 Front Road to Con 3 – consistency with improvements elsewhere on Hwy 59; Buffered Shoulders Con 3 to Middletown North Walsingham (#20/25/26).
2. Are Paved Shoulders still planned for Old Hwy 24 North of Con 6 to County Line (#74)?
3. Can Sharrows be laid down w/Large Share the Road – 1.0M Low Signs on *Swimming Pool* southbound uphill towards James Street? ATP Signed Route (#104- *Big Creek Route*) Completed- Road Allowance limitations; Motorist sightlines compromised; regular route into Delhi.
4. Status of Woodhouse ¼ Line (*Lynn Valley/DeCou*) & County Rd 45/Bailey Bridge/Interim Sharrows Hwy 59 from Con 10.
5. Potential Closing of Gilbert Rd, West of Pt Dover – sustain pedestrian/cyclist crossing if culvert not replaced.
6. Status of Resurfacing/Rebuild of Old Hill Turkey Point
7. Front Rd in light of possible Hotel development; some increase in vehicular traffic

Overlooked ATP Project from 2019

- **Victoria Ave** – Bike Lanes to be provided Norfolk to Ireland (#4)
Consider sharrows from Norfolk to Donly eastbound only; facilitates parking; cyclists can coast downhill close to speed limit; experienced cyclists can utilize turn lanes to cross Norfolk.
Consider "Shared Use Lanes" from Donly to Ireland both directions primarily for the benefit of pedestrians.
Road sufficiently wide for cyclists; sightlines not a major issue.

Fast Track/Interim Improvements – Paved Shoulders Planned

Recommend Sharrows be laid down w/Large Share the Road 1.0M Law Signs both directions on:

- Radical as far as Hwy 24 (#72/#84)
- Causeway, Front to Erie; Front to Con 3
- Hillcrest from St John's to Hwy 3 (# 47/75/76)
- Victoria from Ireland to Blue Line (#56)
- Queensway from Hillcrest to East ¼ Line (#83); *certainly from Evergreen to 8th Concession*
- Turkey Point Rd (#24/#94 paved & buffered shoulders Vittoria Rd to Cedar St.)
- Talbot Rd Delhi – Mill St to Hwy 59 (*no mention in ATP; regularly used to access Hawtrey Rd; In Blvd Trail Hwy 59, Arnold Sayeau to Talbot Rd #34*)
- Cockshutt – Misaligned Cross Roads – North & South from Townsend Con 5 & Snively; & from McMicheal to Woodley – Sharrows/Signage

Omissions within five years (last known scheduled date/revised dates requested)

- **2021 - Lyndoch Rd (Norfolk 21)** most specifically the eastbound direction uphill from the bridge to Charlotteville West ¼ Line. Paved Shoulders where possible to improve motorist sightlines. Part of the Carolinian cycling route. Lyndoch Rd east of the Charlotteville West ¼ Line to have paved shoulders (#55). –benefit to Rural Post deliveries. (*area to receive 0.3m edge – Adam Cave June 2021*)
- **2021 - County Rd 16/Forestry Farm/Rhineland** – Front Rd to Con 2/4; County 45 to Walsingham Town Line; #1 STR Con/#1 Con NTR Overlooked; Paved Shoulders Rhineland from Townline to 1st Con STR (#91) Perhaps eventual paved shoulders for the length of Forest Farm is worth considering for similar reasons as was the case for the Cockshutt & County Rd 24 south from Simcoe. (Farm Equipment & Rural Post)
- **2022 - Old 24 north of Bloomsburg – Reconsider All Options south of Waterford/Thompson Rd**
Still Planned for 2022; awaiting Scope from Adam Cave Oct 15th 2021
 - In Blvd Path/Paved Shoulder Thompson to Blue Line complimenting In Blvd/Paved Shoulders on Thompson (*# 38 in blvd, #49,#90 paved shoulders*)
 - Sustain/enhance shoulders both sides Bloomsburg to Blue Line & Thompson; (*minimum Culver to Blue Line*). Compliments ATP Con 12/Thompson Rd enhancements; Pedestrians, Rural Post. (*Buffered Shoulder Hwy 24 to Con 12- #22*)
 - Review Paved Shoulder Blue Line south Old 24/Main to Con 13 #162/278 – Blue Line High Speed, Busier Arterial Route. Paved Shoulders no further than Con 10/Cherry Valley Rd. (Access to Con 11 from Barber or Culver; Con 12 & 13 from Culver)
- **2023 Cockshutt Renton to Woodhouse Con 2 (#48)** confirmed Dadean Assam & Mike King June 2020

Omissions Beyond Five Years (planned date requested where known)

- **Cockshutt/Silver Lake/Chapman** – Dover Mills to Main St; Signed w/Sharrows (ATP #135/138)– combine with sidewalk request – (*suggested to Mike King that a paved shoulder northbound from bridge adequate as southbound cyclist can use Dover Mills & Prospect – Spring 2021*)
- **DeCou** - from Norfolk St uphill to Ireland –(part of Port Route) signed route (#111/115); compromised motorist sightlines, limited road allowances – consider shoulders eastbound to Ireland where possible to improve sightlines – also westbound from Ireland to top of hill –benefit to Rural Post deliveries.
- **Ireland from Victoria to Hwy 3** – (due 2025) Consider Paved Shoulder for consistency - Paved shoulders from Lynn Valley to DeCou (#73) & Victoria to DeCou (#50); Signed route from Victoria to Lynndale (#217); - MTO provided paved shoulders between Ireland & Culver.
- **Old Mill & William Delhi** – Signed Routes (#114/117) would benefit from sharrows or paved shoulders where sightlines are a problem
- **West/Mc Dowell** – Paved Shoulders East of traffic light at Hillcrest – to/from Soccer park worth considering; Paved Shoulders on Hillcrest (#47,74,75,101)
- **Cedar St/Park Road** – Clarify from Stalker to trail crossings - Bike lane to Stalker Park(#6); Paved Shoulders from Trail to Con 14 (#209); signed route Windham St to 412m east Windham St (#110)
- **Talbot Rd Delhi – Mill St to Hwy 59** – Status Unknown; Sharrows as an interim (In Blvd Multi Use Hwy 59 from Arnold Sayeau to Talbot Rd (#34); Bike Lane Main St from William St to Western Rd (#7)

(Omissions continued)

- **Norfolk St North** – Con. 14 West to Con. 14 East- candidate for sharrows/multi purpose shared path/sidewalk; at times difficult crossing four lanes westbound especially
- **Pinegrove Rd** – Con 10 to McDowell; continue Paved Shoulders from Lyndoch Rd (#54)
- **Queensway West from Car Dealers/Queen even Norfolk to Hillcrest** – Paved Shoulders/ Sharrows/Bike Lane/Shared Use – depending on future road requirements, widening to four lanes
- **Front Road;** Port Ryerse to Port Rowan – Paved Shoulders/Sharrows up bound on longer hills, enhance shoulder westbound from Mole Rd Normandale – sake of visiting cyclists; weekend afternoons/motorist sightlines
- **Thompson Rd West-** Paved Shoulders from Main St S. to Hwy 24; access to trail, Camp Trillium etc

ATP Items for Reconsideration *(likely beyond five years/planned date advisable where known)*

- **ATP #126 Walker St/Hamilton Plank Rd Sharrows** – Reconsider adequacy for Visitors & Less Experienced Cyclists. Installation of non slip surface on lift bridge (*MTO/Inland Waters Canada*)
- **Norfolk Street South (bike lane from Evergreen to DeCou #15)** - recommend In Boulevard Multi Purpose beginning @ James or Victoria. Pedestrian/Cyclist crossing at Trailhead
- **Queen St (bike lane from Cedar to Evergreen #1)** – Recommend Talbot St (*signed w/edge line #28*) to South Drive (*signed w/edge line #27*), then back to Queen & Evergreen or to trail head from South/James St; *Improved facilities for crossing Norfolk*). Major Arterial route; Very awkward intersection at West St; On-street parking in areas. (*Oak St, Evergreen, Elm & Parker to DeCou, Hwy 24 or Lynn Valley standard ingress/egress routes*)
- **Signed Routes in certain neighborhoods** – Sunset, Dora, Foster, Charles (#210/211); Berkeley Cres. (#222); Woodway Trail (#153)- perhaps best left alone in support of BFC advancement
- **Limit Rural ATP Signed Routes to those Identified by Tourism Norfolk** - Review all against Book 18 Criteria & evaluate suitability in an area such as Norfolk- Add One Meter Law Signage where applicable; pedestrians too!
- **ATP #95 Charlotteville 7** –Hillcrest to Turkey Pt - **ATP# 81 Townsend 12**; Old 24 to Cockshutt; Paved Shoulders not essential to cyclists for the foreseeable, perhaps other users
- **Windham Con 12** – Church St Delhi to Hwy 24 – Signed Route # 230/231/275; Consider Paved Shoulders if to remain an Official Route; relatively high speed artery

RT Martin
Pathways/Silver Spokes CC
Last Update Fall 2021



LONG POINT REGION CONSERVATION AUTHORITY
Board of Directors Virtual Meeting Minutes of December 1, 2021
Approved January 5, 2021

The Board of Directors Meeting was held via videoconference, on Wednesday, December 1, 2021, pursuant to section C.9, of the LPRCA's Administrative By-Law.

Members in attendance:

Michael Columbus, Chair	Norfolk County
John Scholten, Vice-Chair	Township of Norwich
Dave Beres	Town of Tillsonburg
Robert Chambers	County of Brant
Valerie Donnell	Municipality of Bayham/Township of Malahide
Tom Masschaele	Norfolk County
Ian Rabbitts	Norfolk County
Peter Ypma	Township of South-West Oxford

Regrets:

Kristal Chopp	Norfolk County
Ken Hewitt	Haldimand County
Stewart Patterson	Haldimand County

* R. Chambers joined the meeting at 6:40 p.m.

Staff in attendance:

Judy Maxwell, General Manager
Aaron LeDuc, Manager of Corporate Services
Leigh-Anne Mauthe, Interim Manager of Watershed Services
Zachary Cox, Marketing Coordinator
Dana McLachlan, Executive Assistant

1. Welcome and Call to Order

The chair called the meeting to order at 6:30 p.m., Wednesday, December 1, 2021.

2. Additional Agenda Items

There were no additional agenda items.

3. Declaration of Conflicts of Interest

None were declared.

4. Delegations

FULL AUTHORITY COMMITTEE MEMBERS

Dave Beres, Robert Chambers, Kristal Chopp, Michael Columbus, Valerie Donnell,
Ken Hewitt, Tom Masschaele, Stewart Patterson, Ian Rabbitts, John Scholten, Peter Ypma

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a) Mac and Amanda Cook Re: Business Proposal: Watersports Cable Park at Waterford North Conservation Area

Mr. and Mrs. Cook originally presented a proposal for a watersports cable park at Waterford North CA in 2016 but the project did not advance. The Cook's presented an updated proposal to install a watersports cabling system at Bass Lake at Waterford North Conservation Area. The request included permission to construct two buildings on-site, draw electricity from the park, and anchor two towers for the cabling system. The Cook's responded to questions from the Board. Rental and hydro fees were not discussed and the usage projections, for hydro and patronage, were not provided. The Board requested a report from staff to be presented in the new year.

R. Chambers arrived. No conflict was declared.

A-122/21

Moved by D. Beres

Seconded by I. Rabbitts

THAT the LPRCA Board of Directors receives the deputation from Amanda Cook regarding a Business Proposal for a Watersports Cable Park at Waterford North Conservation Area as information.

CARRIED

A-123/21

Moved by P. Ypma

Seconded by J. Scholten

THAT the LPRCA Board of Directors defers decision on the Watersports Cable Park project until a staff report is presented to the Board.

CARRIED

5. Minutes of the Previous Meeting

a) Board of Directors Meeting November 3, 2021

There were no questions or comments.

A-124/21

Moved by V. Donnell

Seconded by R. Chambers

THAT the minutes of the LPRCA Board of Directors Meeting held November 3, 2021 be adopted as circulated.

CARRIED

A-125/21

Moved by T. Masschaele

FULL AUTHORITY COMMITTEE MEMBERS

Dave Beres, Robert Chambers, Kristal Chopp, Michael Columbus, Valerie Donnell, Ken Hewitt, Tom Masschaele, Stewart Patterson, Ian Rabbitts, John Scholten, Peter Ypma

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Seconded by P. Ypma

THAT the minutes of the LPRCA Board of Directors Budget Meeting held November 10, 2021 be adopted as circulated.

CARRIED

6. Business Arising

There was no business arising from the previous minutes

7. Review of Committee Minutes

a) Backus Museum Committee – September 20, 2021

There were no questions or comments.

A-126/21

Moved by J. Scholten

Seconded by D. Beres

THAT the minutes of the Backus Museum Committee's meeting of September 20, 2021 be approved as circulated.

CARRIED

8. Correspondence

a) Municipality of Bayham – Re: 30-Day Notice to Affected Municipalities – 2022 Draft LPRCA Budget

A-127/21

Moved by I. Rabbitts

Seconded by R. Chambers

THAT the correspondence outlined in the Board of Directors Agenda of December 1, 2021 be received as information.

CARRIED

9. Development Applications

a) Staff Approved applications

Seventeen applications were approved through the General Manager's delegated authority in the past month. LPRCA-229/21, LPRCA-234/21, LPRCA-235/21, LPRCA-236/21, LPRCA-237/21, LPRCA-238/21, LPRCA-239/21, LPRCA-240/21, LPRCA-241/21, LPRCA-243/21, LPRCA-244/21, LPRCA-245/21, LPRCA-247/21, LPRCA-248/21, LPRCA-249/21, LPRCA-250/21, and LPRCA-251/21.

FULL AUTHORITY COMMITTEE MEMBERS

Dave Beres, Robert Chambers, Kristal Chopp, Michael Columbus, Valerie Donnell,
Ken Hewitt, Tom Masschaele, Stewart Patterson, Ian Rabbitts, John Scholten, Peter Ypma

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All of the staff-approved applications met the requirements as set out in Section 28 of the *Conservation Authorities Act*.

A-128/21

Moved by R. Chambers

Seconded by V. Donnell

THAT the LPRCA Board of Directors receives the Staff Approved Section 28 Regulation Applications report dated November 23, 2021 as information.

CARRIED

b) New Applications

The Planning Department staff recommended three applications for approval. The applications consisted of a relocation of a constructed watercourse, a bridge rehabilitation, and a new vacation home.

A-129/21

Moved by T. Masschaele

Seconded by I. Rabbitts

THAT the LPRCA Board of Directors approves the following Development Applications contained within the background section of this report:

- A. *For Work under Section 28 Regulations, Development, Interference with Wetlands & Alterations to Shorelines and Watercourses Regulations (R.R.O. 1990 Reg. 178/06),*

LPRCA-246/21

LPRCA-252/21

LPRCA-254/21

- B. *That the designated officers of LPRCA be authorized to complete the approval process for this Development Application, as far as it relates to LPRCA's mandate and related Regulations.*

CARRIED

10. New Business

a) General Manager's Report

The General Manager provided an overview of operations this past month.

The interim audit was conducted by MNP staff the last week of November. The auditors will return the first week of February 2022 to complete the fieldwork.

Funds held in Principal Protected Notes (PPN) within the endowment fund just ended the fifth year of a seven-year term with a 4% interest payment.

FULL AUTHORITY COMMITTEE MEMBERS

Dave Beres, Robert Chambers, Kristal Chopp, Michael Columbus, Valerie Donnell,
Ken Hewitt, Tom Masschaele, Stewart Patterson, Ian Rabbitts, John Scholten, Peter Ypma

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Staff applied to the federal grant program, Enabling Accessibility Fund, for the Revitalization Project at the Backus Education Centre and were approved for \$96,000. To date, \$192,000 has been raised for the project.

A-130/21

Moved by P. Ypma

Seconded by D. Beres

THAT the LPRCA Board of Directors receives the General Manager's Report for November 2021 as information.

CARRIED

b) LPRCA Transition Plan

A Transition Plan, outlining the steps to be taken for inventory programs and services and entering into agreements with participating municipalities to fund municipally driven programs, was presented.

The Transition Plan will be circulated to member municipalities and the Ministry of Environment, Conservation and Parks (MECP) before the December 31, 2021 deadline as per O. Reg. 687/21. A special meeting for the Board of Directors has been proposed for Wednesday, February 23, 2022 to review the programs and services. The final transition is to be completed by January 2024.

A-131/21

Moved by J. Scholten

Seconded by T. Masschaele

THAT the LPRCA Board of Directors receives the LPRCA Transition Plan report as information.

CARRIED

c) Ecological Surveys of Selected LPRCA Properties

LPRCA contracts a qualified ecologist to survey properties for species at risk and species of concern on an annual basis. Staff retained the services of Natural Resource Solutions Inc., as approved by the Board earlier this year, to complete the 2021 surveys at five LPRCA properties.

Recommendations within the report will be implemented during the marking and timber harvesting process to ensure that sensitive species are not impacted.

A-132/21

Moved by V. Donnell

Seconded by I. Rabbitts

THAT the LPRCA Board of Directors approves the recommendations contained in the

FULL AUTHORITY COMMITTEE MEMBERS

Dave Beres, Robert Chambers, Kristal Chopp, Michael Columbus, Valerie Donnell,
Ken Hewitt, Tom Masschaele, Stewart Patterson, Ian Rabbitts, John Scholten, Peter Ypma

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report submitted by Natural Resource Solutions Inc. titled "Long Point Region Conservation Authority Ecological Inventories for Significant Plant Species and Vegetation Communities at McKonkey, Abbott-Townsend, Blommaert, Collver-Wintermute, Harris³ Floyd (Block #3) Tracts.

CARRIED

d) Forestry Prescriptions/Operating Plans

Staff prepares prescriptions/operating plans for the forest tracts that will receive some form of silvicultural treatment. Plans for the Harris Floyd (Block #3), Collver-Wintermute, and the Blommaert Tracts were presented for approval.

Marking will be completed this fall in preparation for tendering early next year.

A-133/21

Moved by T. Masschaele

Seconded by J. Scholten

THAT hat the LPRCA Board of Directors approves the prescriptions/operating plans for the Harris Floyd (Block #3) Tract on the 5th Concession of Houghton Township, Collver-Wintermute Tract on Windham 12th of Windham Township and the Blommaert Tract on Turkey Point Rd. of Charlotteville Township.

CARRIED

e) 2022 Meeting Schedule

The monthly board meetings continue to be held the first Wednesday of each month with the following exceptions: No meeting is scheduled for March or August; the Annual General Meeting will be held March 4th; the 2023 LPRCA Budget meeting is scheduled for November 9th; and there is a special meeting scheduled for February 23, 2022 to review the inventory of programs and services provided by LPRCA to be submitted to MECP by February 28, 2022.

A-134/21

Moved by D. Beres

Seconded by P. Ypma

THAT the LPRCA Board of Directors approves the proposed 2022 meeting schedule as presented.

CARRIED

f) Committee Appointments

Committees will be appointed at the January 5, 2022 meeting after the Chair and Vice-Chair elections. Member appointments are required for the Land Acquisition, Lee Brown Marsh Management, Audit and Finance, and Backus Museum committees.

FULL AUTHORITY COMMITTEE MEMBERS

Dave Beres, Robert Chambers, Kristal Chopp, Michael Columbus, Valerie Donnell, Ken Hewitt, Tom Masschaele, Stewart Patterson, Ian Rabbitts, John Scholten, Peter Ypma

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A-135/21

Moved by V. Donnell
Seconded by R. Chambers

That the LPRCA Board of Directors receives the 2022 LPRCA Committee Appointments Report as information.

CARRIED

g) Christmas Season Staff Appreciation

As in the past, senior staff requested approval to present LPRCA staff with a gift card in appreciation of their work throughout the year and to mark the Christmas season. The expense was incorporated into the 2021 budget.

A-136/21

Moved by P. Ypma
Seconded by T. Masschaele

THAT the LPRCA Board of Directors authorizes the General Manager to purchase gift cards for staff in appreciation for their efforts.

CARRIED

11. Closed Session

A-137/21

Moved by I. Rabbitts
Seconded by D. Beres

- *Litigation or potential litigation, including matters before administrative tribunals (e.g. Local Planning Appeal Tribunal), affecting the Authority;*

CARRIED

The board convened in closed session.

A-138/21

Moved by V. Donnell
Seconded by T. Masschaele

That the LPRCA Board of Directors does now adjourn from the closed session.

CARRIED

The Board approved the closed session minutes of September 1, 2021.

FULL AUTHORITY COMMITTEE MEMBERS

Dave Beres, Robert Chambers, Kristal Chopp, Michael Columbus, Valerie Donnell,
Ken Hewitt, Tom Masschaele, Stewart Patterson, Ian Rabbitts, John Scholten, Peter Ypma

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Adjournment

The Chair adjourned the meeting at 7:40 p.m.

John Scholten
Chair

Judy Maxwell
General Manager/Secretary-Treasurer

/dm

FULL AUTHORITY COMMITTEE MEMBERS

Dave Beres, Robert Chambers, Kristal Chopp, Michael Columbus, Valerie Donnell,
Ken Hewitt, Tom Masschaele, Stewart Patterson, Ian Rabbitts, John Scholten, Peter Ypma

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Information Memo

To: Mayor and Council

Cc: Al Meneses, Chief Administrative Officer
Shelley Darlington, General Manager, Corporate Services
Teresa Olsen, County Clerk

From: Lydia Harrison, Specialist, Realty Services

Date: January 11, 2022

Regarding: Property Sale Update - Dobias

The purpose of this information memo is to advise Council that the following property sale has been completed:

Portion of municipal lands surrounding lands known as 172 Western Avenue, Delhi, to Christopher Julius Dobias and Heather Sue Dobias. The lands sold for \$14,807.05 and the transaction closed December 16, 2021.

The net proceeds as a result of this sale will be transferred to the Property Management Reserve as per Council Direction received at the time of sale authorization.

Advisory Committee Meeting – November 22, 2021

Council-In-Committee – January 11, 2022

Subject: Community Safety & Well-Being Plan
Report Number: HSS 21-25
Division: Health and Social Services
Department: Health and Social Services Administration
Purpose: For Decision

Executive Summary:

The Haldimand Norfolk Health and Social Services Division retained Kim Shippey, President of KMJ Consultants to prepare a municipal Community Safety and Well-Being Plan, as per provincial legislative requirements mandated under the *Police Services Act*. The Plan identifies gaps in current service models, summarizes recommendations to be carried out through a holistic model approach, and outlines a sustainable path forward across Haldimand and Norfolk communities.

The purpose of this staff report is to present the Haldimand and Norfolk Community Safety & Well-Being Plan (CSWB Plan), outline the purpose of the plan, how research was conducted, the main contributors to the study, and an overview of each of the three areas of focus. The CSWB Plan is meant to be a way forward for Haldimand and Norfolk Counties to better address the needs of our communities, with the aim of creating a safe, healthy, and sustainable future of its residents. The Community Safety and Well-Being Plan is being presented and recommended for adoption.

Discussion:

In accordance with Ontario's mandate and the Community Safety and Well-being Planning Framework brought forward by the province, the Haldimand Norfolk Health & Social Services Division, along with its partners, has developed a unique Community Safety and Well-Being Plan to address priority risks and needs across both Norfolk County and Haldimand County, and leverage existing services for effectiveness and efficiency. This Plan has been submitted to the Ministry of Solicitor General, pending Council approval.

Spearheaded by the Health and Social Services Division, the Plan was facilitated by Project Lead Kim Shippey, President of KMJ Consultants, and supported by Dr. Katherine Bishop-Williams, Epidemiologist, Haldimand Norfolk Health and Social Services. The Project Sponsors were Heidy VanDyk, Acting General Manager of Health and Social Services Division and Christina Botas, Administrative Assistant, Haldimand County Planning & Development Division. Various community partners and members, social services and justice departments contributed critical information regarding current gaps within services, issues that require attention, as well as ways by which these crises can be addressed to ensure community needs are being met.

In the Community Safety and Well-being Planning Framework, the province outlined the following four approaches as key inputs to guide municipalities' unique plans:

1. Social Development – addressing underlying causes of social issue through upstream approaches to promoting wellness;
2. Prevention – applying proactive strategies to risks harmful if unmitigated;
3. Risk Intervention – identifying and responding to situations of elevated risk and mobilize interventions before response is required; and
4. Incident Response – requiring intervention by first responders.

Each of these inputs were incorporated in the strategies and actions of the CSWB Plan.

Serving as the foundation of the 2021 CSWB Plan, a Community Needs Assessment (CNA) was completed in 2019, identifying and analyzing the needs of our Counties, as well as the requirements for healthy, safe and protected communities. This assessment reviewed the needs and overall health of residents, gaps in programming, and outlined next steps for the Health and Social Services Division. Building on the CNA, information was collected for the CSWB Plan via an additional community survey completed by 741 respondents, 86 key informant interviews, and 11 focus groups that included 68 participants. Community members and partners from mental health, addictions, social services, and justice departments were key contributors to the research.

The Community Safety & Well-Being Plan presents three major focus areas that emerged from the data collected. A brief overview of each focus area along with an associated path forward has been illustrated below.

Mental Health and Additions

Based on the research collected, mental health and addictions were among the top priorities and areas of concern across both Norfolk and Haldimand Counties. In many instances, community members experienced higher levels of daily stress, opioid related emergencies, and hospital admissions than the Ontario average. The lack of available and reliable services, including long wait lists, lack of detox beds, lack of centralized database and consent, and most of all the lack of specialized doctors and healthcare providers, are all significant barriers to addressing and improving the lives of those living with mental illness in our communities.

Our Path forward

In order to strengthen mental health services, the shortage of qualified healthcare professionals should be addressed. To do so, the following may be considered: build capacity for family physicians, noted as one of the main sources of health care in rural communities, to provide mental health supports; increase the number of residency spots in local hospitals; and offer incentives to psychiatrists by making the field competitive. Addressing this barrier could allow for 24/7 assistance in a crisis, rather than solely relying on emergency services or the justice system; offer the opportunity to create a collective service system to share patient information; offer informative sessions on the dangers of non-prescribed drugs particularly engaging youth; and educating communities on the services available via accessible avenues. Connecting service providers, stakeholders, and our communities including business owners, can assist in the development and rollout of a more proactive, rather than reactive approach to mental health and addictions within Haldimand and Norfolk.

Rurality

Over 50% of residents within Norfolk and Haldimand Counties reside in a rural community, covering a combined 2,859 km² and average population density of 35.7 people/km². This vast landscape and low population density, comparable to a Northern community, contributes to significant barriers to accessing health and social services, employment, food, and education. These barriers include transportation, low public funding, and in turn a lack of services and healthcare professionals required to meet the needs within our communities.

Our Path Forward

To address the barriers of rurality, the CSWB Plan proposes increasing access to public or subsidized transportation. Norfolk County's Economic Development and Tourism Department has added *Ride Norfolk*, the County's sole public transit system, to its portfolio for Council consideration in the hopes of improving its service delivery model to be more efficient and easier to access. An alternative solution proposed includes subsidizing other forms of transportation, such as Uber. This partnership has been successfully implemented in other municipalities, and would be a significant cost saving and reliable form of transportation that would eliminate the need for capital investments in infrastructure and transit. In order to develop a successful path forward, the Plan calls upon the province to address the varying and unique needs of rural and urban municipalities alike.

Poverty and Homelessness

Research collected from the CNA and CSWB demonstrated that poverty and homelessness are prevalent issues within our Counties. The lack of access to services, low incomes, high costs of housing and overall living are directly connected to mental health and addictions. Lack of affordable housing, emergency housing and a

reintegration strategy for those discharged from incarceration, are all areas of concern to be addressed in order to create safe and healthy communities.

Our Path Forward

Given the correlation between poverty, homelessness and the other two focus areas, an automated consent system that includes accessing support for employment, and services to address addictions and mental health is one of the first steps in ending poverty. Additionally, creating an effective reintegration program with concrete discharge plans, including increasing availability and lessening restrictions on admission to emergency housing, is a proactive approach to mitigate harm and promote safety and well-being of individuals facing these challenges.

Research highlighted that youth are significantly impacted by the three focus areas. As such, a detailed framework in the Plan addresses the varying needs of our local youth to ensure the youth within our communities succeed. The two main policies recommended include the establishment of a mentorship program, which includes community-based group mentoring across ages, and the development of a youth centre, incorporating programs and activities that foster healthy relationships and supports overall development.

Financial Services Comments

Norfolk

The Approved 2020-2030 Capital Plan included an allocation of \$65,000 for the Community Safety and Well Being Plan. The Province, via the Municipal Modernization program, funded the project. Project status and recommendations will be provided in the next capital status report.

At this time, any financial implications related to the Plan have not been identified. However, once Council approves the Community Safety and Well-Being Plan and the establishment of an implementation committee, recommendations and actions from the committee will be presented to Council along with any financial implications for further consideration.

Haldimand

Haldimand Finance staff have reviewed this report and agree with the information provided by Norfolk Financial Services. Any future impacts would be cost shared based on the applicable cost sharing agreement, and should be ranked and evaluated during the appropriate budget process.

Interdepartmental Implications:

Norfolk

Haldimand Norfolk Health and Social Services Division will be calling upon various partners to assist in the successful implementation of the CSWB Plan. These may include, but are not limited to the following:

- Police officers from both the Haldimand and Norfolk OPP detachments
- Haldimand & Norfolk Fire
- Haldimand & Norfolk EMS/Paramedic staff
- Haldimand County Community & Development Services Department and Norfolk County Community Development Division
- Health & Social Services Division
- Social Services & Housing
- Homelessness Prevention Services
- Local businesses and community organizations

Multi-sectoral partnerships are key to ensuring the Plan meets the immediate needs of our shared communities.

Haldimand

Staff are appreciative of Norfolk County taking the lead on the development of the plan on behalf of Haldimand County. The Police Services Act legislated that each municipality/Police Services Board develop a Community Safety and Well Being Plan. The legislative requirement for this plan does not fall under the normal health and social services legislation and therefore is not a mandatory program that Norfolk County, as the Board of Health or CMSM has jurisdiction over for Haldimand County. However, considering the various organizations that are key stakeholders in such a plan, there were many that cover both Haldimand and Norfolk and rather than duplicate efforts by doing two separate plans, Haldimand County engaged the Health and Social Services Department to prepare the plan on its behalf.

Haldimand County staff support the plan as presented and concur with the recommendation to appoint the Health and Social Services Division as the implementation lead.

Consultation(s):

To help inform the Plan and ensure it was constructive and inclusive, consultation was carried out amongst partners, divisions, community members, and local boards across the two Counties. This was conducted via a survey (administered to the public across both Counties), informant interviews, and focus groups. Representatives from the following participant groups and organizations are included below.

Key Informant Interviews:

- Youth Unlimited, Norfolk County
- Community & Mental Health Services
- Community Policing Liaison Officer, Norfolk County

- Emergency Services, Haldimand County
- Police Services, Haldimand County
- Haldimand & Norfolk Police Services Boards
- Holmes House Withdrawal Management
- Haldimand & Norfolk OPP Detachments
- Homeless Prevention Services, Haldimand Norfolk Social Services & Housing
- R.E.A.C.H. Haldimand-Norfolk
- Paramedic Services, Norfolk County

Focus Group: Seniors

- Community Programs, Recreation, Norfolk County
- Recreation Coordinator, Norfolk County
- Norview Lodge Long-Term Care Home
- Cedar Crossing Retirement Community
- Haldimand-Norfolk Community Seniors Support
- Alzheimer's Society of Brant, Haldimand-Norfolk, Hamilton, Halton
- Simcoe Seniors Centre
- Community Support Centre Haldimand-Norfolk
- Delhi Friendship Centre

Focus Group: Norfolk BIA, Chambers of Commerce, & Board of Trade (BOT)

- Simcoe BIA
- MHN Lawyers
- Port Dover BOT
- Simcoe Chamber of Commerce
- Strategic Innovation & Economic Development, Norfolk County
- Delhi Chamber of Commerce

Focus Group: Haldimand BIA, Chamber of Commerce, BOT

- Dunnville Chamber of Commerce
- Caledonia Chamber of Commerce
- Cayuga Chamber of Commerce
- Hagersville Chamber of Commerce
- Dunnville Chamber of Commerce

Strategic Plan Linkage:

This report aligns with the 2019-2022 Council Strategic Priority "Foster Vibrant, Creative Communities".

Explanation:

The purpose of the CSWB Plan is to identify key areas where strategies need to be implemented in order to improve the overall sense of community safety and well-being. When people feel safe, included and support in their community they are better able to participate which in turn supports the community as a whole.

Conclusion:

The Haldimand Norfolk Health and Social Services division, consultant Kim Shippey, along with its partners has created a Haldimand and Norfolk Community Safety & Well-Being Plan. Staff are in support of the Plan, recommend that the Advisory Committee support its adoption, and appoint the Health and Social Services Division as the lead for implementing the Plan. The aim is to leverage existing services and partnerships, mitigate harm, and promote safety and well-being within our shared communities. Regular updates on the Plan's implementation will be provided to Advisory Committee and Haldimand and Norfolk Councils.

Recommendation(s) of Health and Social Services Advisory Committee: As presented in Staff Report # HSS 21-25.

Recommendation(s):

THAT Staff Report HSS 21-25, Community Safety and Well-Being Plan, be received as information;

AND THAT Council approve the Community Safety and Well-Being Plan as presented;

AND THAT the Health & Social Services Division be appointed as the Lead for implementation of the Community Safety and Well-Being Plan for Haldimand and Norfolk Counties;

AND FURTHER THAT an implementation committee be established consisting of approximately 12 individuals, including but not limited to an employee of the Haldimand Norfolk Health & Social Services Division, epidemiologist Dr. Katherine Bishop-Williams, representatives from Haldimand and Norfolk's Emergency Services Divisions, Police Services Boards, Haldimand and Norfolk OPP Detachments, and representatives of community based social services and justice sector partners.

Attachments

Attachment A (Amended): Health and Social Services Haldimand County, (2021).
Haldimand and Norfolk Community Safety & Well-being Plan

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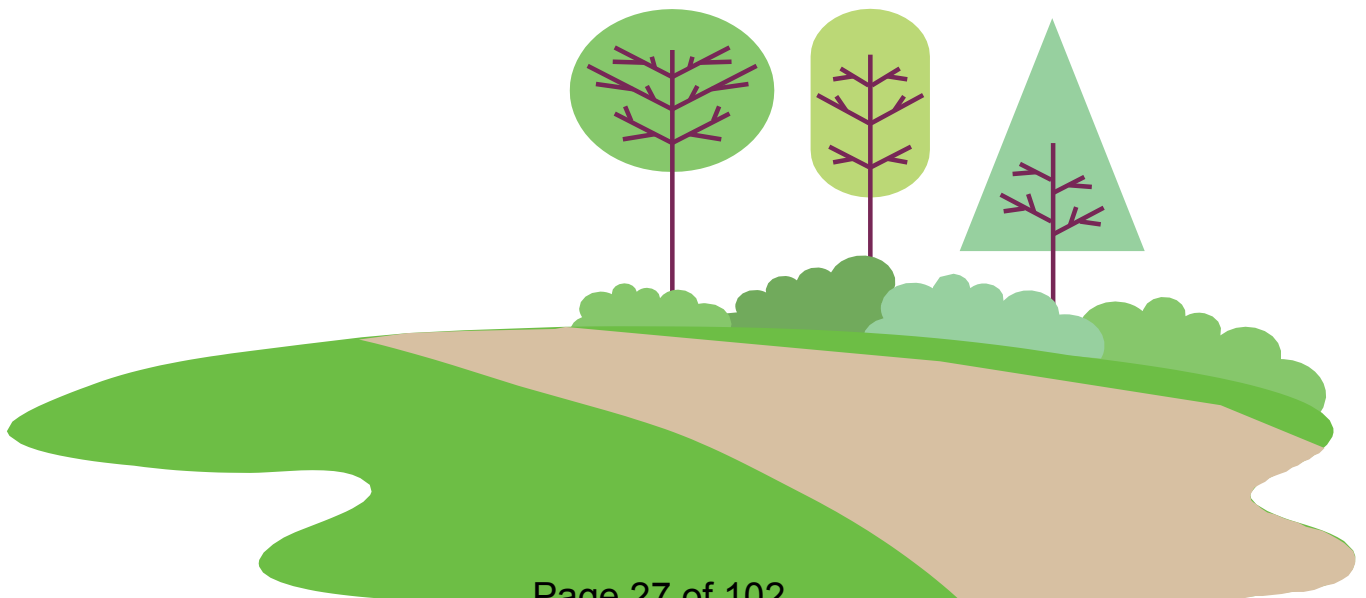
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2021



Community Safety and Well-Being Plan

Our Path Forward





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Working Together to Address Complex Issues

Kim Shippey, President | KMJ Corp
Project Lead | Haldimand and Norfolk
Community Safety and Well-Being Plan



Haldimand and Norfolk are two distinctive counties that encompass a vast geographic landscape. Filled with organizations led by individuals wanting to do more than just make

a difference, they want to drive measurable change. The Community Safety and Well-Being Plan (referred to as the Plan) is a foundational strategy that focuses on addressing existing community safety and well-being concerns to both highlight the issues, seek broader community input, and encourage potential solutions.

The Plan is intended to be a living document and seeks not to duplicate any work that is already taking place. Instead, the Plan is meant to compliment, leverage, and build community partnerships with a solutions-based approach to betterment.

The feedback and information gathered through community consultations, interviews, surveys, and focus group discussions is at the core of the recommended path forward. The goal – to develop and promote solutions unique to Haldimand and Norfolk in a more innovative, effective, and efficient way.

Every person that resides in either Haldimand or Norfolk is deserving of an equitable, safe, and stable way of life. With solutions derived through collaborative and collective impact, this can be achieved.

On behalf of the Haldimand Norfolk Health and Social Services, I wish to thank all those who took the time to be a part of this process. Your voice at the table matters. Together, we will find solutions to complex issues, break down silos, and create a coordinated approach to providing a safe community where everyone's well-being remains the focus.

**Heidy VanDyk,
MPA Acting
General Manager
Health and Social**



On behalf of Haldimand and Norfolk Health & Social Services, I am pleased to share our Community Safety and Well-Being Plan. This plan is an important, living document which identifies the major barriers to the ability of community members to feel safe, healthy, and connected, and contains actions that we can, and will take, to minimize if not eliminate these barriers. To be successful in its implementation, it will be important that we continue dialogue and work together across sectors. I would like to thank the Councils and Senior Staff from Haldimand and Norfolk counties for identifying the Health & Social Services Division to take the lead on this important project. I would also like to thank the project team and all of our community members who participated in key informant interviews and focus groups, and for completing the community survey. I look forward to turning the plan into action and keeping our community informed by reporting back on our progress.

**Dr. Katherine Bishop-
Williams MSC, PhD,
Epidemiologist**

Haldimand Norfolk Health and



The Haldimand Norfolk Health and Social Services Division, along with partners across the counties has been working toward the development of this Plan for several years. Initiated first as the Community Needs Assessment in the summer of 2019, the Plan herein is an extension of the work that was done to identify key needs across the health and social services sectors for the two counties. Launching from the Community Needs Assessment, this Plan aims to describe the lessons learned over the past 18-months and determine the areas that are still a work in progress with regards to safety and well-being.

The information and data garnered from the Community Needs Assessment and the Plan are immeasurably valuable for the Health and Social Services Division and the community more broadly. The data serves to provide deep, insightful, and impactful discernments into a bright and beautiful future for the residents of Haldimand and Norfolk counties.

Our Current Landscape



Located along the shore of Lake Erie, Haldimand and Norfolk are two distinct and unique counties. With a combined population of 109,787, they are two single-tier municipalities, each with their own elected Mayors and members of council. Haldimand County is located on the Niagara Peninsula in southern Ontario and is connected to the west by Norfolk County, the Six Nations and New Credit reserves. The Grand River, deemed a Canadian Heritage River, is a significant waterway that runs through Haldimand County and extends from the Bruce Peninsula southbound to Lake Erie.

Norfolk County, which is located on the northern shore of Lake Erie in Southwestern Ontario, is connected to the north by the Six Nations of the Grand River. Norfolk County is home to a relatively large population of Low German-speaking Mennonites, who reside in the western portion of the County, and also to a population of seasonal agricultural workers, who spend approximately six months of the year in Haldimand or Norfolk.

Public health and social services are administered throughout both counties by a single Health and Social Services Division. From a health service perspective, both counties are included as part of the larger Hamilton Niagara Haldimand Brant Local Health Integration Network (LHIN) and a small Southwestern portion of Norfolk County is part of the Southwest Local Health Integration Network.

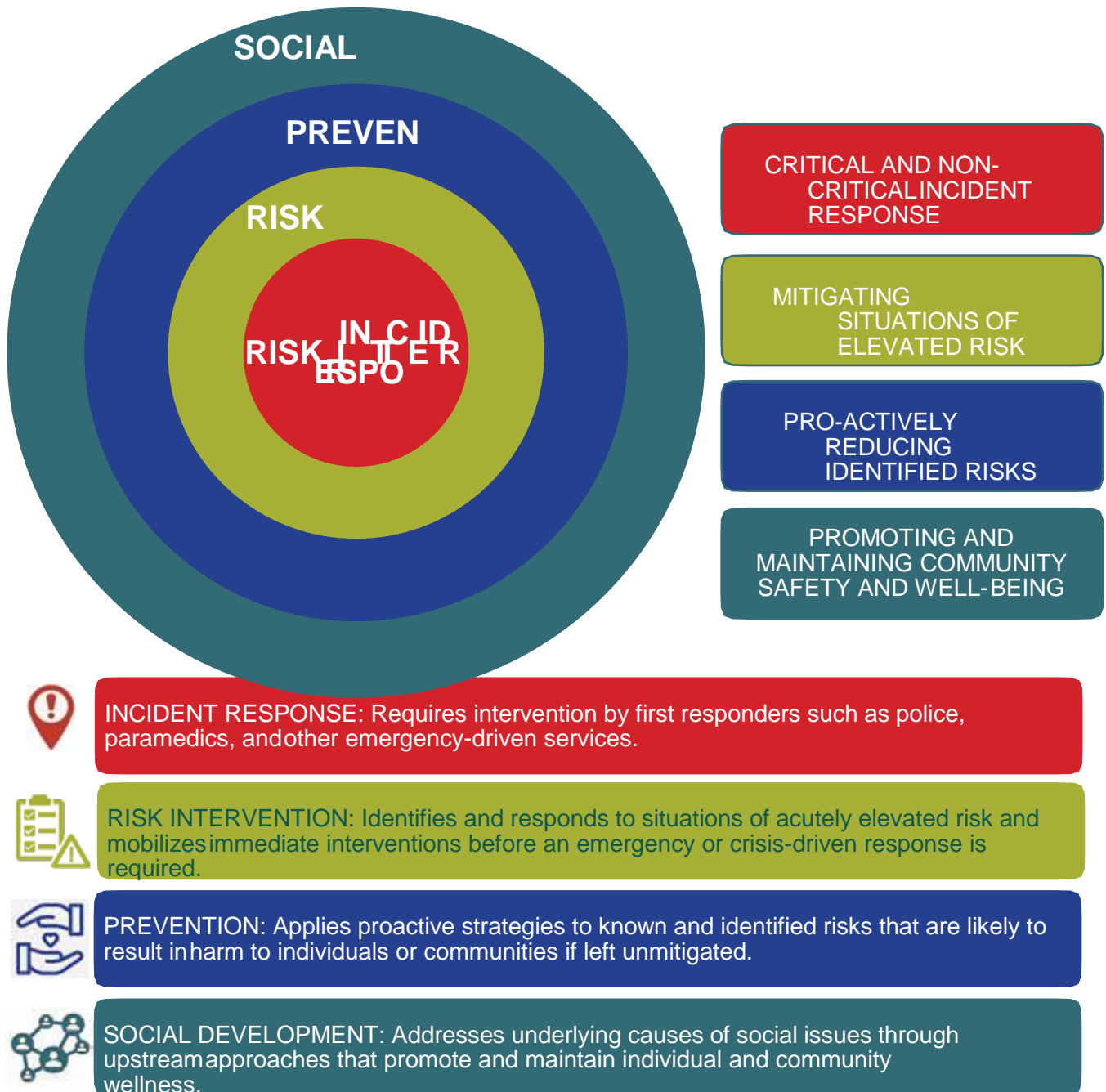
Across both counties, 11.7% of the population are living in low income households, with 57.6% employment rate and 6.9% unemployment rate.¹

The Haldimand Norfolk Community Safety and Well-Being Plan (referred to as the Plan) is a living document that will guide both municipalities, and the agencies that serve them, on a structured path forward. The path will lead us towards a common action plan that addresses our distinctive and complex social issues.



Provincial Framework

The province outlines four approaches as key inputs to guide the Plan's development; social development, prevention, risk intervention, and incident response. The Ministry of the Solicitor General outlines a planning framework, with a purpose to support municipalities in developing a comprehensive approach to mitigate harm and promote safety and well-being.



The Plan consists of strategies and actions that incorporate all four key inputs, highlighting the uniqueness of both counties, identifying key issues of concern, and encouraging multi-sectoral partnerships. Through this Plan, our focus remains on ensuring that in Haldimand and Norfolk everyone can get the services they need, when they need them, in an effective and efficient way.

Summary of Community Needs Assessment

The Community Needs Assessment (CNA), completed in 2019, aimed to identify and understand the needs of the population within this geographic area and identify factors to be addressed that would ultimately meet the population's needs. The CNA was designed to understand the requirements of the population and the necessary requirements for individuals to feel healthy, safe, and protected in their community. The complete 2019 Community Needs Assessment can be viewed through the following link: <https://hnhu.org/health-topic/community-needs-assessment/>.

The assessment included a community profile, community survey, focus groups with priority population groups, and key informant interviews.² The intention was to inform actions and outline next steps for the Division of the Haldimand Norfolk Health and Social Services (HNHSS).

The objectives were to describe the current health, social status and needs of the residents, identify needs and gaps for extended health and social programming, and support evidence-informed decision-making and program planning for health and social services across both counties.

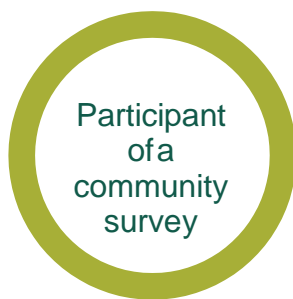
This work continued into 2021 with an additional community survey, focus groups, and key informant interviews. Combined, this process included the following:



Key Definitions and Process for the Plan

The Plan is a direct result of the findings from the 2019 CNA and the additional surveys, focus group discussions, and key informant interviews that involved individuals from Haldimand and Norfolk. This included community members and partners from our mental health addictions, social services, and justice departments.

Moving forward throughout this report, quotes will not identify individuals' names or organizations. Instead, they will be cited the following ways:



Our Unique Needs

Community safety and well-being has a wide-ranging and multi-faceted connotation. It encompasses a broad spectrum of service providers and corresponding areas of need. The CNA provided both quantitative data through community profiles and surveys, and qualitative data through focus groups, and key informant interviews. A continuation of detailed discussions, recommendations, and conclusions was completed in 2021 and together, this collected information informs this Plan.

Areas of Focus

Community members, agency staff, police officers from both the Haldimand and Norfolk detachments of the OPP (referred to as Police), and the Police Services Board across Haldimand and Norfolk provided a wealth of information. From this extensive research and collection of data, three major areas of focus emerged for Haldimand and Norfolk:



**MENTAL
HEALTH
AND
ADDICTION
S**



RURALITY



**POVERTY
AND
HOMELESS
SNESS**

The Plan will identify the gaps in the current service models, summarize recommendations that offer a holistic approach, and outline a sustainable path forward.

Mental Health and Addictions



Our Community Profile

From the 2019 CNA, the following local detailed results about mental health and addictions were concluded:

- 23%** of Haldimand and Norfolk residents reported that their life stress is quite or extremely stressful compared to **22%** in Ontario
- 85%** (n=249) of survey respondents agreed or strongly agreed that Haldimand and Norfolk counties need more mental health support services and counselling
- There were **67.9** cases per 100,000 population opioid related emergency department visits (n=76) in Haldimand and Norfolk, compared to **63.4** cases per 100,000 population in Ontario
- There were **23.2** cases per 100,000 population opioid related hospital admissions visits (n=26) in Haldimand and Norfolk, compared to **14.6** cases per 100,000 population in Ontario
- There were **9.8** cases per 100,000 population opioid related deaths (n=10) in Haldimand and Norfolk, compared to **10.2** cases per 100,000 population in Ontario
- 21%** (n=66) of survey respondents reported that more opioid misuse rehabilitation services were a top three need to keep their family safe
- 45%** (n=183) of survey respondents reported experiencing depression and/or anxiety
- In the past 12 months, **9%** (n=28) of survey respondents reported experiencing a mental health emergency or crisis in Haldimand and Norfolk counties

Nearly 18-months later, 15 of which were during the ongoing COVID-19 pandemic, the responses to a follow-up survey asking many of the same questions, suggested that mental health needs have been exacerbated locally. The 2021 Community Safety and Well-Being Survey detailed results concluded:

- 75%** (n=172) of survey respondents reported feeling anxiety related to contracting COVID-19
- 29%** (n=67) of survey respondents reported feeling anxiety about loss of income due to COVID-19
- 79%** (n=186) of survey respondents reported some level of negative mental health impacts due to COVID-19 and **73%** (n=171) reported some level of discord in their home due to COVID-19
- 44%** (n=102) of survey respondents reported some level of negative physical health impacts due to COVID-19

Through the multiple focus groups, surveys and key informant interviews, mental health and addictions, particularly the opioid crisis, were described as top priorities across both counties. The need for mental health support was listed as exceedingly high, but at the opposite end of the spectrum was the availability of services, as being exceptionally low. Long wait-lists, issues related to transportation to appointments, and not qualifying for treatment were all major obstacles. But the lack of specialized doctors and healthcare providers was identified as the greatest barrier to improving the lives of those living with a mental illness locally.

Ontario Needs More Psychiatrists

The shortage of psychiatrists in Ontario is the #1 issue that needs to be addressed if there is to be any improvement in the Canadian mental health care system. A key component to ensuring some measurable difference is achieved, regarding the quality of mental health treatment, begins with a strategy to combat this shortage.

A report from the Coalition of Ontario Psychiatrists (2018) indicated that Ontario is short 200 psychiatrists and the number of psychiatrists per population will decrease by 15% by 2030. As a stark contrast, the average annual number of outpatients seen by psychiatrists in Ontario increased by almost 20% between 2003 and



2013.



Ontario's mental health and addictions burden is an unparalleled 1.5 times higher than that of cancer and seven times higher than that of chronic disease."³

-Ontario Psychiatric Association

Currently, in Haldimand and Norfolk counties, there is psychiatric support offered to those that are 16 years of age and older. Locally, there is access to one in-person psychiatrist who focuses on medication management, plus one psychiatrist who provides support virtually.

Through the Telemedicine Services (TMS), there is a one-time consult service with a psychiatrist, plus two psychiatrists who provide virtual assessments and make recommendations to the client's primary care provider. To assist in this process are three local clinicians (RN) who support the clients by helping to set up referral appointments, if required.

In terms of addressing the needs of our seniors population requiring mental health supports and/or experiencing cognitive challenges, there is a local team that consists of two geriatricians, two psychiatrists specializing in geriatrics, five clinicians, who are Social Workers or Registered Nurses, and two Intensive Geriatric Service Workers.

Demands Are Not Meeting The Needs

Collectively, the providers of social services, along with the Police, identify that there is an increased demand for mental health and addiction supports across Haldimand and Norfolk. The level of need is outweighing the supply of services. Additional methadone clinics with opioid replacement therapy have emerged, particularly in Norfolk county; however this is deemed to be a stop gap approach to treatment. It will address the immediate need but lacks a long-term solution on a path to stabilized wellness.

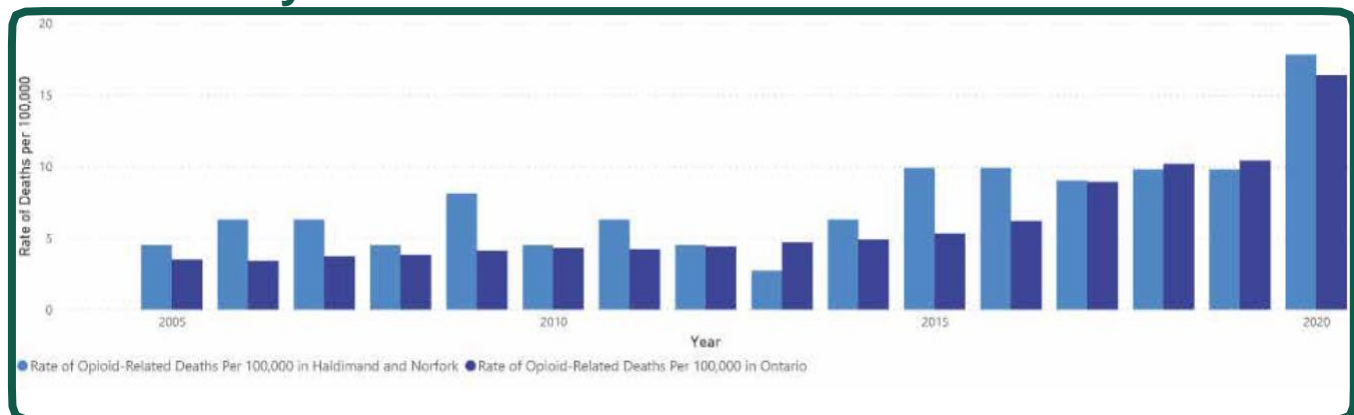


The methadone clinics do not provide a journey to wellness. They will put out the fire, but are not creating a positive, mental wellness plan

forward.”

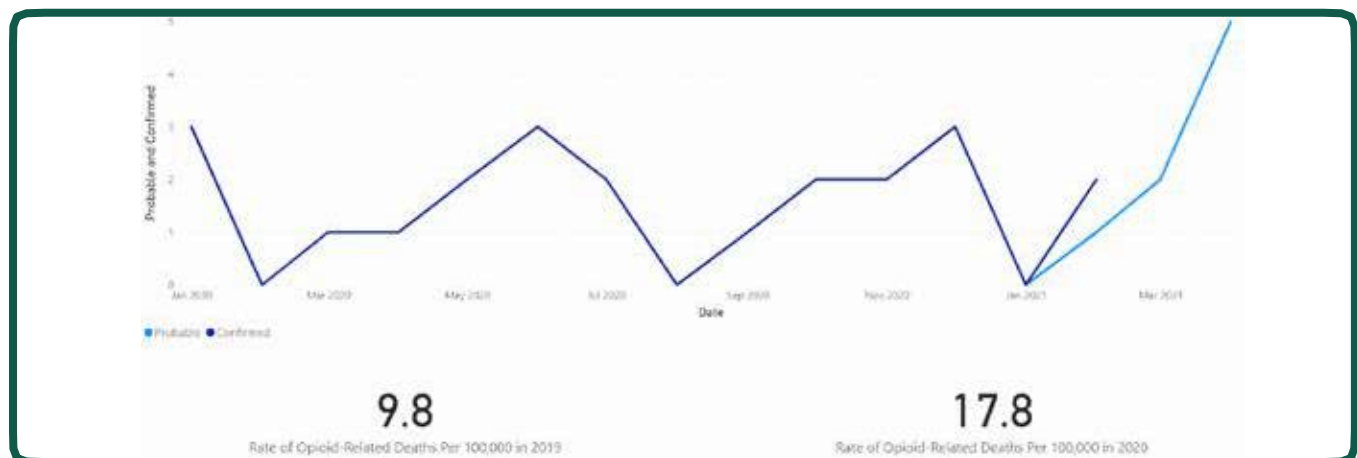
-Participant of a key informant interview

Rate of Opioid-Related Deaths Per 100,000 in Haldimand and Norfolk and Rate of Opioid-Related Deaths Per 100,000 in Ontario by Year

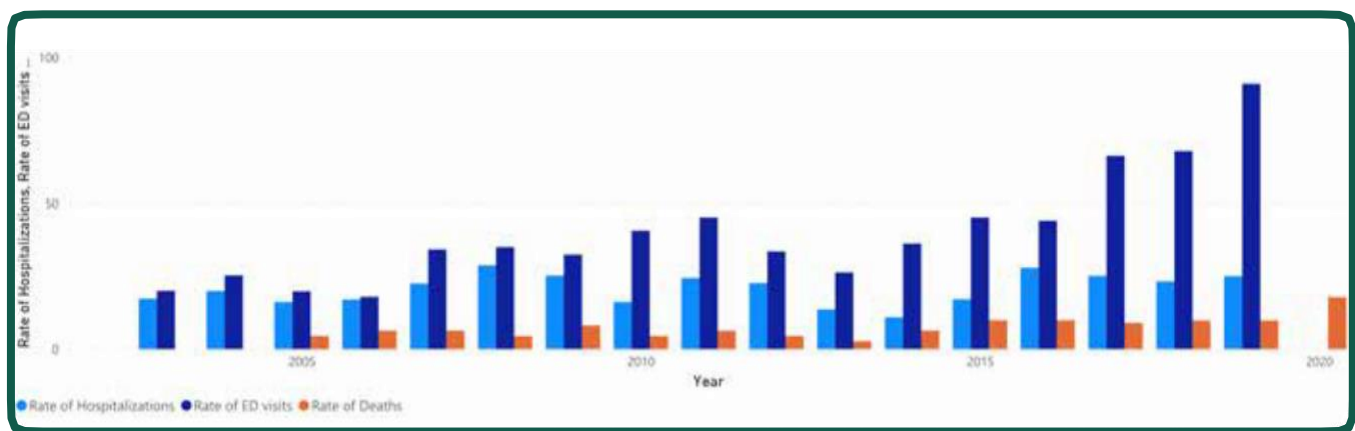


In 2015 and 2016, the data shows that the rate of opioid deaths in Haldimand and Norfolk was almost twice that of the province and there is a measurable increase in 2020 with Haldimand and Norfolk's rates still higher than that of the province. As the illegal supply of street narcotics grows more toxic, the opioid crisis is escalating. An estimated 80% of opioid overdoses in Haldimand and Norfolk are related to illegal drugs. Since 2003, opioid deaths per year have nearly tripled across the two counties.⁴

Count of Probable and Confirmed Opioid-Related Deaths in Haldimand and Norfolk by Date



Rates of Opioid-Related Hospitalizations, Emergency Dept. Visits, & Deaths by Year in Haldimand and Norfolk Counties



Lack of Detox Beds

Needs are increasing for withdrawal demand services. Currently, there is one detox facility across Haldimand and Norfolk, Holmes House, which is in Simcoe. With only 6 beds, there is a current wait-list and since 2019, this facility has had a 175% increase in need for available beds.



I cannot describe to you how crucial it is to have space available when a client contacts us in need of a bed. Our wait-list is a recurring issue. The likelihood that a person calls us back is extremely rare. They feel that there is no where to turn and continue using. Reaching out and asking for help can sometimes be the hardest thing a person does. Then to be denied that help, is demoralizing.”

-Participant of a key informant interview

Crisis Stabilization Bed Program

The Crisis Stabilization Bed Program, located in Simcoe, offers support for individuals 16 years of age and older. The stipulation for access is that the individuals must be assessed as medically stable, are not under the influence of alcohol or non-prescribed drugs, and do not pose a safety risk to themselves or to others. The intake is scheduled from Monday to Friday, between 9am and 5pm.

There are many inter-layered resources, local policies, and agency protocols involved in treating individuals experiencing an addiction crisis. Quite often, on the front line locally, are the Police of Haldimand and Norfolk. In some cases, due to the nature of that individual's crisis, they may become combatant with police officers, putting those officers in unsafe or precarious situations. If the Crisis Stabilization Bed Program is at capacity, or the Police encounter individuals in crisis outside the Monday to Friday, 9am to 5pm intake, the only current option is to take the individual to a police station cell. This option presents additional risks to that individual who are experiencing a heightened, anxious, and or unstable state, and as a direct result, can present further safety issues, not only for that individual within the cell, but also for police officers who are assisting.

Often, the individual requires a place for stabilization, where they can receive additional treatment and support to address their immediate crisis and the underlying causes or traumas. The Police

encounter many individuals that are not medically stable, are currently under the influence of non-prescribed drugs, and do pose a risk to themselves or to others. If the Police encounter these unstable individuals outside the Monday to Friday 9am to 5pm intake days and times, their only option may include a police station cell, which in turn, only perpetuates the problem and does not provide any sustainable treatment or long-term solutions to that individual's current crisis.

Mobile Crisis Rapid Response Team (MCRRT)



The Police engage in a two-step approach to addressing distress calls related to mental health and or addiction. Accompanying a uniformed OPP officer is an experienced mental health and addictions professional that acts as a first responder to calls generated through 9-1-1. The program operates seven days a week, 8am to 6pm daily, with two full-time MCRRT workers. The aim of the program is to provide individuals in crisis, as well as their families and caregivers, with the appropriate intervention and care required. With symptoms of mental illness, substance abuse, behavioural disorders, or those in acute crisis situations, the MCRRT attempts to streamline the mental health crisis supports by providing assessments at the scene and then organizing services for the person in crisis.

The health professionals have “MCRRT” identified on the back of their uniforms, which differentiates them from the police. When they arrive

on the scene with the Police, the mental health and addictions professional introduces themselves, identifies their role to the individual who is in crisis, and assists in de-escalating the situation. The aim of this process is to help reduce the number of unnecessary referrals or visits to the hospital, emergency department, or police department.

How to Navigate Through Legislation

If a paramedic is responding to an individual experiencing a heart attack, legislation allows them to bypass the local hospital and transport that patient directly to a hospital that can provide the necessary and appropriate level of care. This is not the case for individuals facing a mental health crisis; a bypass for mental health services is not allowed in Ontario. Paramedics must deliver that patient to one of the three local hospitals in either Dunnville, Hagersville or Simcoe for evaluation before they can transport them to a specialized hospital out of the county. Although that local hospital may be equipped to treat the symptoms, they do not have the expertise or qualified doctors or other healthcare providers to treat the issues.



I feel the frustration of what we are allowed to do. We have to follow the rules. This only slows down the appropriate and timely care for the patient and then they are the ones that continue to pay the price. The Province needs to fix this. We are handcuffed by our

provincial legislation.”

-Participant of a key informant interview

Another major concern is the number of times the individual experiencing a mental health and/or addictions crisis is required to speak to new health care providers to share their story. In some instances, it can be up to 20 separate individuals that they interact with through their various stages of care, which in turn can elevate their level of anxiety and stress as they are forced to divulge details of their trauma and crisis.

Consent and Follow Up

The lack of a centralized database, that would allow for all service providers to access up-to-date and relevant information, is a major complaint across all channels of support, including Police, service agencies, and emergency responders. The issue of consent was consistently mentioned as a hurdle to overcome in developing this system.



Follow up is the problem. We all need to come together and do a better job at following up with individuals after a crisis. In some instances, through one crisis call, a client can be involved with the OPP, Mobile Crisis Rapid Response Team, emergency departments, and an agency in one form or another. There are a lot of players involved and very little dialogue between those players for the betterment of the patient.”

-Participant of a key informant interview

Missing from the support system is a regularly coordinated process to share information regarding a patient in crisis. There is a reluctance to disclose information, leading back to consent of the patient. The opportunity to unravel all the details of that patient's acute needs, with the appropriate support system present, is continually mentioned as a shortcoming to providing effective and sustainable treatment.

Engaging our Downtown Business Partners

Business owners and representatives through Board of Trade (BOT), Chambers of Commerce, and Business Improvement Area (BIA) in the downtown core of Haldimand and Norfolk, are keenly aware of the mental health and addiction issues of street-involved individuals. Business owners in both counties reported that witnessing individuals residing in storefronts, the exchange of substances for payment, drug injection, and drug overdoses, has been prevalent and on the rise for many years. Business owners were both compassionate and frustrated, and vocalized a desire to be a part of a sustainable solution.



Our Path Forward

If we are ever to improve the impact of service delivery, we must begin with the root of the problem – the shortage of qualified psychiatrists.

With an aim to addressing this need, the following actions could have a measurable impact to strengthening the mental health service:

1

Build capacity for family physicians, often the main source of health care in rural communities, to provide increased mental health supports.

2

Increase the number of residency spots in our local hospitals across Haldimand and Norfolk.

3

Offer incentives to all psychiatrists in rural and underserved areas by making this field as competitive as other healthcare specialties.

More psychiatrists practicing within Haldimand-Norfolk will ultimately mean that more patients will receive timely treatment, which lessens the burden on emergency departments and hospitals

The MCRRT's mental health professionals are a step in the right direction. But understanding that not all moments of mental health crisis or addiction occur between 8am and 6pm, **there is a need for alternative broader solutions.**

The need for additional mental health professionals, engaged with police officers 24/7 is crucial. Extended

hours would provide additional assistance to the Police beyond the 8am to 6pm, seven day-a-week current schedule. The aim is to assist and respond appropriately to the needs in real-time, rather than apprehending the individual in

their moment of crisis with only two options: the emergency

department or the justice system. Police officers would benefit greatly with the support of additional mental health professionals who can assist the Police in de-escalating the situation.

Often, the police department is the first call placed in a crisis situation. The local Police have instituted a new option for 9-1-1 dispatch calls

– the **Mental Health Crisis**

Aversion Initiative. A professionally trained mental healthcare worker is available via the 9-1-1 dispatch call centre. If the dispatcher feels it appropriate, they will ask the caller if they wish to speak to a mental healthcare crisis worker. The goal is to divert calls away from police interaction and

provide the caller with the resources, information, and professional advice that is required. If the mental healthcare worker determines that Police should be involved, then that action is initiated.

Locally, there is the Addiction Mobile Outreach Team (AMOT), which is responsible for community outreach and engagement, systems navigation, assessment, and referral. This team works directly with the Police and incorporates the Overdose Automatic Referral (OAR) process, which is an initiative to provide quick response to opiate overdose victims.

To ensure a better streamlined approach to care, create a **collective service system** so that an automatic consent is generated across all levels of social service support. This allows multiple channels of support to be engaged and connected throughout that patient's mental health journey.

Connecting with our youth on the dangers of non-prescribed drugs, with a focus on the current opioid crisis, is the key to educating our youth. Previously, there was a program, in collaboration with the Police and the local school boards, whereby an officer would provide presentations and educational sessions at the local elementary and secondary schools across Haldimand and Norfolk. The focus of the sessions included, but was not limited to, the dangers of non-prescribed drugs, opioid substances, cyber-bullying, and cyber-crime. A reinstatement of this program is recommended. It could potentially include guest speakers, with a peer-to-peer concept of younger adults with lived-experience, who can connect and directly relate to a younger audience.

Further solutions could involve engaging and educating our communities on the types of social services available across Haldimand and Norfolk, through the creation of an online list of local programs and services.

It would encompass all of the types of mental health and mental well-being programs and initiatives that are provided by social service agencies across Haldimand and

Norfolk. The goal would be to assist and outline for the user, specific agency programs and support systems across both

counties. This list of social services could be featured on Haldimand and Norfolk county websites, the HNHSS website, with printed copies available at county libraries and recreation facilities for those without Internet access.

Situation Tables, which are currently in operation in Haldimand and Norfolk, bring together a multitude of service providers and stakeholders, including police officers, paramedics, and agencies, to engage in a wrap-around approach of care, collaboration, and collective impact. Understanding an individual's mental health journey from the moment they are met by the Police, with or without MCRRT, to a potential interaction with paramedics, to hospital emergency care, to engaging with an agency worker; a multitude of conversations, treatment options, and plans have potentially been set in motion. Collectively identifying, discussing, and addressing who is the primary lead, secondary lead, and all subsequent steps to ultimately outline a plan of well-being, will result in a coordinated and positive outcome for that patient.

Engage our business owners and business representatives to participate in developing and implementing solutions. Further to their

involvement in this process, business owners should be provided with the online list of social service agencies so that they are well informed on the various options to assist them when a mental health situation arises inside or immediately outside their place of business. The opportunity for educational and training sessions with the Police and social service providers would help them to be more informed and move from a reactive to a proactive approach.



The lack of sharing of information is our greatest shortcoming. If everyone just works together, we can unravel all the details of that patient's mental health needs. At the end of the day, if we don't interject, they are at risk of dying."

-Participant of a focus group

The issues that continually perpetuate any shortcomings to better care are systemic, and therefore need to be addressed systemically.








Rurality

Our Community Profile

From the 2019 CNA, the following local detailed results about rurality were concluded:



-  **12%** (n=47) of survey respondents reported feeling socially isolated where they live
-  **20.9%** of the Haldimand population, **24.1%** of the Norfolk population, and **17.5%** of Ontario have less than a high school diploma
-  There are approximately **4,100** seasonal agricultural workers in Haldimand and Norfolk
-  **12%** (n=47) of respondents reported feeling that they have little or no social support network
-  **7%** (n=20) of survey respondents reported they did not have regular access to the Internet

Haldimand and Norfolk counties are officially defined as rural regions because over 50% of the population in each county resides in a rural community. Both counties experience unique nuances and implications related to their small population, yet large geographical regions. Feelings of isolation are prevalent among our vulnerable populations.



Being isolated with a rural environment poses significant challenges for us.”

-Participant of a community survey

Vast Geographic Area



I have to drive almost an hour and a quarter to get to the northern boundary of my ward.

So, when you talk about trying to bring in public transportation, that is an on-demand system and effective for those that are on social assistance or really struggling financially, it is really difficult.

-Participant of a community survey

Haldimand County covers 1,252 km² with a population density of approximately 36 people/km² and Norfolk County covers 1,607 km² with a population density of approximately 39 people/km².

Combined, the two counties cover 2,859 km² with a total population of 109,787. For perspective, the city of Hamilton, Ontario covers 1,138 km² with 465.4 people/km² and a total population of 771,000.⁵

The vastness of the two counties adds to social isolation and impedes individuals, who need the support of social systems and networks, from accessing what they require. From a physical perspective, if an individual or a family does not reside in a town that houses necessary services, they have a difficult time acquiring assistance from appropriate social services. Currently within Haldimand, offices of the Haldimand Norfolk Health and Social Services (HNHSS) offices are located in Haldimand County in Caledonia and Dunnville and in Norfolk County in Simcoe. Community feedback indicates that in addition, a more centralized, downtown location in Simcoe would be beneficial. HNHSS must address alternative ways to deliver social services and employ a trauma-informed lens for providing accessible client-facing services.

Transportation Is A Key Barrier

Transportation is a major barrier to accessing health and social services, particularly for those who are vulnerable. Without a public transportation system, individuals and families must rely on expensive taxi services to reach any appointments such as counselling, doctor visits, or grocery

stores. An average taxi fare from Port Rowan (a rural town in Norfolk County) to downtown Simcoe, which is 35.35 km in distance, would cost \$46.75, or \$1.32/km each way.⁶ For many marginalized individuals and families in Haldimand or Norfolk, this expense is simply not feasible.

Inequities in mobility and transportation has multiple impacts. Transportation to important social services, jobs opportunities, education and training, healthcare, or food shopping becomes inaccessible to many without a public transit system in place. This lack of adequate transportation, and poor affordable links to opportunity destinations, also contributes to social isolation by preventing full participation in these life-enhancing opportunities.



We've had to be incredibly creative in figuring out ways to get our clients to their appointments that are at least 1 hour away. Transportation is an issue, and our rurality only exacerbates this major issue."

-Participant of a key informant interview

The lack of any public transportation system can lead to missed health appointments and associated delays in medical interventions. Low-income households are less likely to own, or have access to, a vehicle. In addition, there are substantial affordability issues with car ownership, such as insurance and fuel, for many low-income households.



We don't have specialized doctors or enough psychiatrists, particularly in mental health, and this creates challenges for individuals, caregivers, and support systems when the closest treatment centers are an hour drive away. We can get them on a good path forward, but we can't sustain the care."

-Participant of a key informant interview

People who are on part-time hours or employed in minimum wage jobs cannot always predict or

plan their travel patterns. Attending job interviews, if they reside in areas outside of a downtown core, can place additional constraints on their job search horizons and may even prevent them from keeping a job.

Economic stability is dependent on a reliable means of transportation. A lack of public transit is a common barrier to steady employment.



How do we ensure that they can get to a job in relation to where their affordable housing is located when we don't have any public or non-emergency transit system. It is a layered effect, and the snowball keeps getting bigger and bigger."

-Participant of a key informant interview

Rurality and Our Service Workers

Haldimand and Norfolk does not match any other designated rural community in Ontario. Due to our vast geographic landscape and low population density, we appear to be more aligned with the make-up of a Northern community. But we are not located in the northern areas of the province, therefore we do not qualify for similar funding models. As a result of a lack of funding, or a funding model based on a percapita ratio, our vast geographic landscape creates additional barriers to access to care.

Currently, our funding allocations allow for only one emergency housing intake worker, through the Homeless Prevention Service, to travel 2,859 km² across Haldimand and Norfolk to provide support and solutions to those facing homelessness or at immediate risk of losing their home. On average, this worker is not able to assist more than 2 locations per day due to the geographic nature of our counties.



Somebody needs to recognize and address the barriers to delivering this service across these two vast counties. Our emergency housing worker can't get to more than 2 places a day. This forces many individuals to be without a bed or safe

lodging simply because she just can't get there to help them."

-Participant of a key informant interview



Our Path Forward

Ride Norfolk is the current rural public transit system for Norfolk County but does not operate in Haldimand County. The Ride Norfolk system operates a Monday-Friday bus service with a daily Simcoe route and a daily Brantford route. The seating capacity is for 20 riders, and it operates from 7:45am to 6:30pm, but does not have a Saturday, Sunday, Statutory Holiday, or Civic Holiday service.⁷

As of January 2012, a fare within Simcoe cost \$2 per rider and a trip along any of the other routes is \$6 per rider. The inadequate bus scheduling across Norfolk County has been identified as one of the reasons that people are not utilizing this transit service. In 2012, local taxpayers questioned the total cost of operations for Ride Norfolk as it was estimated to be nearly \$300,000, which equates to every eligible taxpayer contributing \$150 upfront for the service.⁸

Currently, Ride Norfolk has become part of the Economic Development and Tourism portfolio for Norfolk County and changes to this current service delivery model are under review. A plan is being brought forward to Norfolk council for consideration in the 2022 budget to move to an on-demand service instead of a fixed route service, with a goal to ensuring faster routes and easier access.

An alternative solution could be **subsidizing the cost of Uber**. This type of transportation system could potentially save significant dollars for a municipality, as opposed to buying and operating its own public buses. Currently, the town of Innisfil which covers 262.7 km² and

has a population of 41,230 and is significantly smaller than Haldimand and Norfolk, has entered into a partnership with Uber and are currently rolling it out in two stages.⁹ In stage one they gathered data on popular destinations within their geographic area and next affixed rates to those destinations. In the second stage, they addressed financial accessibility issues and created an Uber app that offers an opportunity to access special government-subsidized rates. Also, within their second stage rollout, they created the UberPool, which matched riders going in the same direction, much like a carpool system.

This type of transportation plan would potentially eliminate the expense of providing a local bus service, as well as attempting to incorporate a reliable schedule that would cover the vast geographical landscape of Haldimand and Norfolk. Innisfil's model ensures that iPads are easily accessed at local recreation centres, libraries, and other public spaces for those who do not have access to technology to connect with Uber. In addition, an Uber model eliminates the large up-front capital investment in buses and additional infrastructure costs associated with creating a local transit system.

As part of a competitiveness strategy for Ontario, the province's policymakers are going to need to be cognizant of growing municipal economic disparity and in turn, develop policies that address opportunities and challenges in all parts of the province. Progress on leveling the economic playing field between northern, urban centres and rural areas will need to be addressed and become a key part of that agenda.

The complex funding model for northern, rural, and urban municipalities is something that the province must address. Funding based upon only per capita, rather than community needs and the underlying demographic and geographic characteristics of a municipality, will require Ontario's policymakers to draw on different policy levers to differentiate each

Poverty and Homelessness

Our Community Profile



From the 2019 CNA, the following local detailed results about poverty and homelessness concluded:

- 11.7%** of residents in Haldimand and Norfolk were living in low-income households
- 1,192** individuals were utilizing supports from Ontario Works
- 79** individuals in Haldimand and Norfolk were experiencing homelessness with a higher proportion of the observed homelessness in Norfolk (68%) than Haldimand (32%).
- 32%** (n=118) of survey respondents reported an annual household income of less than \$30,000
- In the past 12 months, **16%** (n=59) of survey respondents reported using food bank services
- 48%** (n=151) of survey respondents ranked the need for more housing supports as one of the top three services needed to improve the social health of their family
- 9** food banks or emergency food programs were available in Haldimand and **8** food banks or emergency food programs were available in Norfolk
- 4** drop-in meal programs were available in Haldimand and **6** drop-in meal programs were available in Norfolk

To afford a basic standard of living, residents in Haldimand and Norfolk need to make a monthly income of at least \$1,639.¹⁰ Clients who receive Ontario Works benefits receive only \$733 per month, producing a shortfall of \$906 per month.¹¹ Those who receive the Ontario Disability Support Program receive \$1,169 per month, with a shortfall of \$470.¹² Moreover, the cost of food is estimated to have increased by 5.8% from 2014 to 2019 and the average cost to feed a family of four at the time of the most recent analysis was \$857 per month.¹³

The average wait-list for rent geared to low-income housing is 343 people, which equates to approximately 1-3 years for priority cases, 3-4 years for the majority population and seniors, and up to 8 years for a one-bedroom unit in Simcoe.¹⁴



No one should have to use a food bank but far too many in our counties do. I wish we could abolish the term minimum wage. Everyone should have the right to a living wage.”

-Participant of a key informant interview

Low incomes and high costs of housing are forcing many individuals and families out of an affordable housing market. Clients connected to the Homeless Prevention Services program stated that affordable housing was designed for families of four or more and did not account for single persons or couples without children.

Poverty is a complex socio-political construct and is more complicated than a simple lack of financial resources; it is a lack of social capital and social infrastructure. Poverty is a major driver of other key issues, such as mental health, addictions, and lack of affordable housing.

Emergency Housing

Currently there are 17 Emergency Housing beds across Haldimand and Norfolk with a vacancy rate of market rate housing at 0% in Haldimand and 2% in Norfolk county.¹⁵



No one should be put on a waiting list. Shelter is a basic need. Are we telling residents

***of Haldimand and Norfolk they
need to be on a wait-list to
receive a basic need?***

-Participant of a key informant interview

From Incarceration to Community

A reintegration strategy is required for those that are discharged from incarceration and transitioning back into the community. There is a major gap in the system in preparedness and a lack of dignity for that individual. Many individuals struggle to find stable housing, employment, access to social services, particularly mental health services after release. They are labeled as an “ex-offender” which adds an additional social stigma layer.

There is a major gap and fragmentation between the correctional institution and the front-line service providers, particularly in terms of knowledge and awareness of release dates.



We’ve had individuals just released from incarceration show up at our office at 7pm on a Friday night without a place to sleep, no food, and absolutely no plan. There is a gap in communication here.”

-Participant of a key informant interview

Addressing the complex needs of these individuals following release is crucial for successful reintegration. Multi-sectoral partnerships must be developed that include correctional agencies, community supervision agencies and community-based service providers. The goal is to work collaboratively to provide the individuals with tailored plans that suit their specific needs.



Our Path Forward

Given the long wait times, which are up to 8 years for a one-bedroom unit in Simcoe, the need for more emergency and affordable housing

is apparent. Alternative housing, including communal spaces whereby each resident would have both private space and shared space, such as kitchen and general living areas, is recommended. Along with the need

for more available, affordable housing, is the suggestion of a wrap-around

approach that includes addictions support and treatment, mental health supports, and assistance in obtaining employment skills, all under one roof.

The Association for Effective Reintegration in Ontario (AERO) is working to address this complex issue.



By clearly defining the barriers to effective reintegration, actively seeking practicable solutions and embracing a collaborative approach, AERO aims to effect real change in Ontario.”¹⁶

-John Howard Society of Ontario

The creation of a **discharge plan** is key to successfully reintegrating individuals who were recently released into our community. This plan would have three components: assessment, the development of a release plan, and transferring care for the releasee back into the community.

Once an individual is sentenced into custody, their risks and needs will be assessed and through this approach, their release plan will then help identify what their most pressing needs will be upon release. Those requirements may fall into the following immediate needs of housing, substance abuse and/or mental health support. The final piece of the discharge plan is the transfer of care into the community. This is a collaborative effort

between the correctional agencies and the casemanagers as they work directly with the front-line community-based agencies to ensure the individual is on a positive transition back into their community with minimal re-offending concerns.

The **advantages of a strategic and collective discharge plan** will ensure that incarcerated individuals are better prepared to transition back into their community. It alleviates additional concerns that the individual may re-offend and provides piece of mind to their family members, friends and the general public when a workable discharge plan has been put in motion.

Issues of poverty and homelessness are complex and difficult. Solutions can only begin to be achieved when we improve access to services and supports through a collaborative effort, we address our lack of transportation, and look to alternative methods of housing. We can begin to reduce the gaps in health inequity when we provide a framework that allows

Youth in Haldimand and Norfolk A Convergence of Issues

Through triangulation of results from the surveys, focus groups, and key informant interviews, it was determined that our three focus areas of mental health and addictions, rurality, and poverty and homelessness intersect throughout the lives of our youth in both counties.



Mentorship Opportunities

Mentoring program models that include community-based, group mentoring, and cross-age peer-to-peer mentoring have the potential to develop strong relationships that can yield positive results for our youth of Haldimand and Norfolk. Outcomes can have a co-relation to better academic, emotional, behavioural, and social development that include a healthy self-esteem, emotional well-being, the capacity to see other options and make positive choices, the ability to think constructively, and the opportunity to think about short and long-term goals.

According to the Ontario Mentoring Coalition, the strongest and most consistent benefit for youth, regardless of their risk profile, was a reduction in symptoms of depression, where almost 25% of youth reported a decrease in depressive symptoms. Noteworthy improvements were also made across risk profiles in social acceptance, academic attitudes, and grades.¹⁷

Emergency Housing and Shelter

Currently, the Crisis Stabilization Bed Program and Union House, a youth-specific shelter, is only offered to those aged 16 and over. Those under that age category, who are disconnected from their families, have nowhere to turn and are falling through the cracks. The police and social services are struggling to address this ever-increasing issue.



It is pretty risky to put an already at-risk youth in a hotel room by themselves as a temporary stop-gap until shelter can be located. They are literally on the streets with no where to go. This must

change.”

-Participant of a key informant interview

A Call for Help—The Mental Health of Our Youth



PEER PRESSURE

“The peer pressure our youth face today is massive and social media makes it even worse. More and more are experimenting with drugs. They see it on social media, they want to emulate it. The

COMMUNITY

“There is a lack of equitable recreation opportunities for youth from all backgrounds and social status. They need to feel grounded, part of their community. They are getting lost

SUICIDE

“We have seen an increase in suicide attempts with youth and their intent is not to just draw attention to themselves, their intent is to end their lives.”



Our Path Forward

Through focus groups with business owners and business representatives from the Board of Trade, Chambers of Commerce, and BIA, the **development of a Youth Mentorship Action Plan** was raised. The discussion included ways in which representatives from these organizations could champion the creation of an action plan that includes local

businesses partnering with the local schools to offer mentorship programs. The focus group felt that this type of mentorship program would produce such positive outcomes for our local youth as the development of interpersonal and relationship skills, accountability, and self-esteem.



As representatives of our businesses, we can be the conduit to local businesses to talk about creating apprenticeship programs and mentorship opportunities for our youth. Let's lead the charge and help our younger community members find a pathway to success."

-Participant of a key informant interview

The creation of an inclusive, welcoming space that serves all ages, backgrounds, and identities which could be established in a current empty county building or housed in a number of vacant buildings in Haldimand and Norfolk counties. This opens the opportunity to have a discussion with absentee landlords across Haldimand and Norfolk counties as many properties, remain vacant. Many local

business owners who have operating stores near vacant businesses have indicated that they would like to see absentee landlords held accountable for their empty buildings. The provision of incentives to refurbish and repurpose existing, empty buildings could be of interest to landlords from Haldimand and Norfolk, as well as those from outside the county.



Affects of COVID Within Our Counties

Although it is too early to tell, data suggests that the affects of COVID-19 on the mental well-being of residents of Haldimand and Norfolk will have varying levels. It could be months, even years, post COVID-19, before we can quantify or qualify the lasting affects.

According to the World Health

Organization, the COVID-19 pandemic has led to a dramatic loss of human life worldwide and presents an unprecedented challenge to public health, food systems, and the world of work. The economic and social disruption caused by the pandemic is devastating: tens of millions of people are at risk of falling into extreme poverty, while the number of undernourished people worldwide, currently estimated at nearly 690 million, could increase by up to 132 million by the end of the year.¹⁸

In terms of local affect, the following information, related to COVID-19, is taken from the 2021 Haldimand Norfolk Health and Social Services (HNHSS) Community Survey. The survey was completed by 249 respondents.



75% of participants reported feeling anxiety related to contracting COVID-19



29% of participants reported feeling anxiety about loss of income due to COVID-19

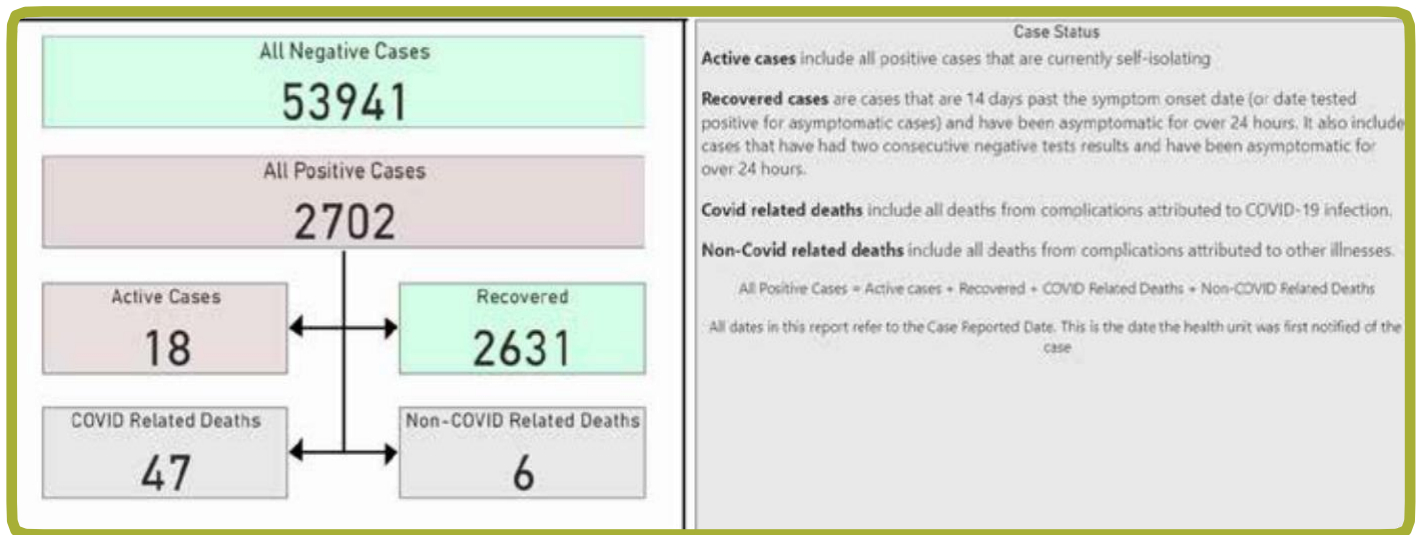


79% of participants reported some level of negative mental health impacts due to COVID-19 and **73%** reported some level of discord in their home due to COVID-19



44% of participants reported some level of negative physical health impacts due to COVID-19

COVID-19 Daily Trends Report (June 23, 2021)



Together We Will Move Forward

Without proactive measures or appropriate levels of funding for dedicated services for mental health, the issue of mental well-being, and safety will continue to spiral downward. The lack of availability or accessibility to resources and support services, long wait lists for housing, and the lack of public transportation or alternative methods of transit, all contribute to the gap between individuals and the help they need.

Our data demonstrates that there is a need to separate mental health intervention from police response. Criminality imposed on people who use illicit substances creates significant barriers to treatments and does not address the underlying issues.

The epidemic of our opioid crisis affects multiple levels of our community. Locally, addiction is rampant in both prescription drugs and illicit, street-acquired substances. The establishment of a safe detox centre that incorporates mental health support and counselling, is the wrap-around proactive approach required.

The cost of living, including transportation, rent, food, Internet services, heat, and utilities, contributes greatly to overall poverty and financial insecurity. Vulnerable individuals and families are further stretched with an increase in food costs and stagnant wages, forcing them to choose between paying their bills, putting food on their table, or losing their home altogether.

Moving forward, we will continue to communicate and collaborate with both Six Nations and Mississauga of the Credit First Nation partners. Together, we will develop strategies and support actions that fall within the four levels of intervention outlined in the CSWB framework of social development, prevention, risk intervention, and incident response.

As we recognize the importance of Reconciliation between Canada and the Indigenous Peoples, we also acknowledge the lasting effects of the Residential Schools. We will ensure that their unique and important voice is reflected with a goal to assist in improving the coordination of services, collaboration, information sharing, advocacy, and partnerships.

To ensure that all residents of Haldimand and Norfolk can succeed and thrive, we must the address the following:

Mental Health and Addictions



Shortage of psychiatrists throughout the Province



Need for additional MCRRT mental health professionals available to respond alongside police 24/7



A continuation of the Mental Health Crisis Aversion Initiative with our local Police



Police-led programs in our local schools that help to connect with our youth and educate them on the dangers of opioids



The development of an online list of all social service programs and initiatives available across Haldimand and Norfolk



Ensure continued collaboration through the Situation Tables



Actively engage with our local business owners to be part of developing and implementing solutions

Ruralit

y



Investigate alternative solutions to our lack of public transportation



Engage with our Provincial funders to address our funding needs beyond a per capita model, advocating for rural bonuses in line with the Northern supports

Poverty and Homelessness



Create a wrap-around approach to vulnerable families and individuals that includes accessing support for addictions, employment, and mental health with an automated consent system



Additional emergency housing, which includes support for those under 16 years-of-age, with a lessening on restrictions for access and admission



Creation of effective reintegration programs with discharge plans for incarcerated individuals

Youth in Haldimand and Norfolk



Establish mentorship programs for youth that includes community-based, group mentoring, and cross-age peer-to-peer mentoring



Enhancement of a youth centre that incorporates programs and activities that encourage healthy, respectful relationships, and supports their physical, educational, and social development

Haldimand and Norfolk is committed to continuing open dialogue and engaging in collaborative and productive partnerships with Six Nations and Mississauga of the Credit First Nation. We are grateful to the many local organizations, community members, and stakeholders that actively contributed to developing our Community Safety and Well-Being Plan. It is a collaboration of numerous voices with a collective vision for measurable action across Haldimand and Norfolk.

We know that a one-size-fits-all approach will not work. Funding models need to change and a keen comprehension by the Province of our unique structure and geographic landscape must be paramount. When that dialogue begins, so too will change.

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Working together with our community

Council-In-Committee Meeting – January 11, 2022

Subject: New Lot Maintenance By-Law
Report Number: CAO 21-84
Division: Chief Administrative Officer
Department: Clerks and By-law
Purpose: For Decision

Recommendation(s):

THAT Staff report CAO 21-84 New Lot Maintenance By-law be received as information;

AND THAT the Lot Maintenance Bylaw (New Clean Yard Bylaw) be approved as presented/amended.

Executive Summary:

Within the By-law Enforcement division, clean yard issues such as long grass and weeds is one of the most common complaints received, and as a result it is important that staff are able to resolve these concerns in a diligent and efficient manner. In order to achieve this goal, a collaborative effort undertaken by staff has resulted in the creation of a new by-law and is before Council for consideration.

Discussion:

The current clean yard by-law, By-law 2005-127 was passed June 14, 2005 and is included as Attachment 1. In the following 15+ years, enforcement staff have encountered a few challenges in utilizing this by-law.

To help remedy these challenges, the new proposed by-law, included as Attachment 2, contains changes to some of the bylaw's language as well as a title change and the following five significant changes.

The first change pertains to road allowance or boulevard properties. Under the current by-law, there is no requirement for property owners to cut grass or maintain the boulevard component of the property. While the overwhelming majority of property owners do actively maintain this area, from time to time the by-law department receives complaints related to this matter and currently does not have any tools to address it. Due to the lack of enforcement tools for boulevards, by-law staff must refer these matters to the county roads department who will send out a crew to remedy the

violations. The proposed by-law now includes a section that requires property owners to cut grass and/or maintain the boulevard component adjacent to their property.

The second challenge faced under the current by-law is that it currently contains a mandatory 14 day appeal window. With the current appeal timeframe, officers will receive a complaint for long grass, attend the scene and proceed with the issuance of an order providing a 14 day timeframe to appeal. Only after the 14 days has elapsed, can officers proceed with bringing in a contractor to cut the grass. This, combined with delays in hiring a contractor, can result in delays of three weeks or more for simple complaints such as overgrown grass and weeds. Removing the appeal provision would allow this by-law to function similar to our current snow and ice clearing by-law. This would allow officers to attend and post the order on site, providing a reduced compliance window such as five to seven days and proceed with corrective action at a much more accelerated rate.

The third significant change refers to the adding of institutional zones. Currently the by-law only applies to residential and commercial properties. As many institutional zones such as schools and churches abut residential zones, there is a strong argument that including them under this by-law would help officers address any concerns that arise. Agricultural, Industrial and other zones would continue to be exempt from this by-law. As agricultural zones are not regulated under this by-law, the biosecurity provision has been removed.

The fourth change involves the inclusion of invasive plant species within the by-law. At current, the by-law only regulates noxious weeds. Our forestry department has brought forward concerns regarding invasive species such as Japanese Knotweed which is currently posing problems in the County. Attachment 3 provides further documentation regarding this plant. This amendment would give the County an additional tool to assist in addressing this concern.

The final significant change refers to the inclusion of a section regulating compost. This compost section has historically been in effect in Norfolk County under the Property Standards Bylaw. Staff feel it is more appropriate for this to be located under a lot maintenance bylaw and have therefor added it to this revision.

Financial Services Comments:

The By-Law changes outlined within this report are not expected to have material financial implications. Specifically, current boulevard maintenance, as required under the current By-Law structure, would have been accommodated within existing budget allocations for the Roads Department and therefore updating the requirement for property owners to maintain this component is not likely to result in material financial savings.

Removing the appeal window is a procedural change which would not have a financial impact. Including additional invasive species and compost regulations in the proposed

Lot Maintenance By-Law would increase enforcement capabilities for staff, however, any costs incurred are generally recoverable from the offending property owner and therefore would not have material financial implications.

Interdepartmental Implications:

No significant implications for Community Development, although occasionally a property owner may not fully adhere to lot maintenance when positioning for a future development.

Consultation(s):

This proposal was prepared by a joint effort of the By-law Enforcement, County Solicitor, County Clerk and Forestry departments.

The report has been reviewed by Operations and Community Development and circulated to the Strategic Leadership Team.

Strategic Plan Linkage:

This report aligns with the 2019-2022 Council Strategic Priority "Foster Vibrant, Creative Communities".

Explanation:

An amendment to this by-law would assist enforcement staff in quickly resolving complaints related to unmaintained properties resulting in a more vibrant community.

Conclusion:

This report presents an amended clean yard by-law for review and approval by Council. The by-law is suggested to be retitled to the Lot Maintenance By-Law.

Attachment(s):

Attachment 1 By-law 2005-127, Clean Yard By-law
Attachment 2 Proposed Lot Maintenance By-law
Attachment 3 Japanese Knotweed

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BY-LAW NO. 2005-127

OF

The Corporation of Norfolk County

BEING A BY-LAW TO PROHIBIT REFUSE AND DEBRIS ON PRIVATE PROPERTY.

WHEREAS the Municipal Act, S.O. 2001, C.25, Section 127 (a), as amended, provides that a municipality may pass by-laws respecting the cleaning and clearing of land, not including buildings;

AND WHEREAS the Municipal Act, S.O. 2001, C.25, Section 127 (b), as amended, states that a local municipality may regulate when and how matters required under clause (a) shall be done;

AND WHEREAS the Municipal Act, S.O. 2001, C.25, Section 127 (d), as amended states that a local municipality may define "refuse" for the purpose of this by-law;

AND WHEREAS the Municipal Act, S.O. 2001, C.25, Section 427 (1), as amended provides a municipality with the authority to direct or require that a matter or thing be done and in default of it being done such matter or thing shall require that it be done at the person's expense;

AND WHEREAS the Municipal Act, S.O. 2001, C.25, Section 427 (2), as amended, provides that for the purposes of Section 427(1), the municipality may enter upon land at any reasonable time;

AND WHEREAS the Municipal Act, S.O. 2001, C.25, Section 427 (3), as amended, provides that the municipality may recover the costs of doing a thing or matter under Section 427(1);

AND WHEREAS the Highway Traffic Act, R.S.O. 1990, as amended, Section 170(15), provides that a police officer, police cadet, municipal law enforcement officer or an officer appointed for the carrying out of the provisions of this Act may cause it to be moved or taken to and placed or stored in a suitable place and all costs and charges for removing, care and storage thereof are a lien upon the vehicle and may be enforced in the manner provided by the Repair and Storage Liens Act;

AND WHEREAS the Council of The Corporation of Norfolk County deems it necessary to prohibit the depositing of refuse and debris on private or municipal property;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF NORFOLK COUNTY HEREBY ENACTS AS FOLLOWS:

1. SHORT TITLE

1.1 This by-law shall be known as the “Clean Yard By-law”.

2. DEFINITIONS

2.1 Debris – means refuse as defined within this by-law.

2.2 Long Grass- shall mean grass, weeds or organic growth of any kind exceeding 20 cm. in height or length, but for the purposes of this by-law, shall not include organic growth intended for horticultural, ornamental or agricultural purposes, or organic growth that is considered a native species which is documented as part of a prairie or savannah habitat.

2.3 Motor Vehicle – shall include an automobile, commercial motor vehicle, motorcycle, motor assisted bicycle, unless otherwise indicated in the Highway Traffic Act, and any other vehicle propelled or driven otherwise than by muscular power, but does not include the cars of electric or steam railways, or other motor vehicles running only upon rails, or a motorized snow vehicle, traction engine, farm tractor, self-propelled implement of husbandry or road-building machine within the meaning of the Highway Traffic Act.

2.4 Municipal Law Enforcement Officer – shall mean a person appointed by the Council of The Corporation of Norfolk County for the purposes of enforcing County by-laws and for the purposes of this by-law shall include the Ontario Provincial Police or any other police agency.

2.5 Notice – shall mean a notice as per Schedule ‘A’ of this by-law.

2.6 Noxious Weeds – shall mean noxious weeds as defined by the Weed Control Act, R.S.O. 1990, as amended.

2.7 Owner – shall mean the person who owns the property and, for the purposes of this by-law, shall include any owner, occupant, tenant or lessee.

2.8 Person – shall include the owner as defined in Section 2.6 of this by-law and may also include any individual, company, corporation, partnership, firm, trust, sole proprietorship, government or government agency,

authority or entity, however constituted, joint venture, syndicate or any other legal entity, and includes all successors, assigns or other legal representatives of any such entities.

- 2.9 Property – shall mean any parcel of land or registered water lot and, without limiting the generality of the foregoing, shall mean lands and premises appurtenant to a building or structure whether residential or commercial but shall exclude any building or structure.
- 2.10 Refuse – shall include any unused or discarded material, thing or substance and, without limiting the generality of the foregoing, shall include debris, rubbish, junk, litter, discarded paper or paper products, unused or discarded materials of any kind, appliances, devices, apparatus, machinery, furniture, discarded clothing, construction materials, concrete, flagstone, gravel, asphalt, tires, unused motor vehicles or parts thereof, abandoned vehicles, inoperative motor vehicles, vehicles without validated licence plate stickers, vehicles without licence plates, objects or conditions that may create fire, health or safety hazard, dead animals, old or decayed lumber, decayed trees, discarded trees, parts of trees and leaves or discarded organic materials that are not part of a compost program.
- 2.11 Vehicle – shall include a motor vehicle, trailer, recreational vehicle, camper, all terrain vehicle, mobile home, boat, watercraft, traction engine, farm tractor, road-building machine and a vehicle drawn, propelled or driven by any kind of power, including a motorized snow vehicle, or the cars of electric or steam railways running only upon rails.

3. GENERAL PROVISIONS

- 3.1 Every person shall keep their property in a clean condition, and without limiting the generality of the foregoing, shall keep the property free of refuse, debris, long grass or noxious weeds.
- 3.2 Every person shall keep their property free from objects or conditions that are likely to create a health, fire or safety hazard.
- 3.3 A Municipal Law Enforcement Officer may enter upon land or property at any reasonable time for the purposes of inspection.

4. ENFORCEMENT

- 4.1 This by-law shall be enforced by a Municipal Law Enforcement Officer.
- 4.2 A Municipal Law Enforcement Officer shall determine what shall constitute a health, fire or safety hazard.

- 4.3 Where any property is not maintained in compliance with the provisions of this by-law, a Municipal Law Enforcement Officer give Notice to the owner, in writing, directing that the Property be brought into compliance with the requirements of this by-law within a defined time period but such time period shall not be less than seventy-two (72) hours from date of notice, save and except that which constitutes a safety, health or fire hazard.
- 4.4 Notice shall be in the form of Schedule 'A' to this by-law.
- 4.5 Said Notice shall be delivered to the last known address as shown on the last revised assessment rolls of the municipality.
- 4.6 In the case of a health, fire or safety hazard, a Municipal Law Enforcement Officer may compel that said hazard be removed forthwith without the notice as described in Section 4.3.

5. APPEAL PROCESS

- 5.1 It is hereby established that there shall be a Clean Yard Appeal Committee consisting of three (3) members appointed by Council for a term concurrent with the term of Council.
- 5.2 Where a person has been served with Notice as per Section 4.3 of this by-law, said person may appeal said Notice to the Clean Yard Appeal Committee by mailing an appeal detailing the specific areas of the Clean Yard Notice being appealed to the Clerk of Norfolk County within fourteen (14) days after service of the original Notice.
- 5.3 Where no appeal has been received by the Clerk as per Section 5.2, the original Notice shall be deemed to have been confirmed and no appeal is deemed to be undertaken nor shall be allowed.
- 5.4 The appeal shall be in writing and mailed by registered mail to the attention of the Clerk of Norfolk County.
- 5.5 Where an appeal is received by the Clerk of Norfolk County as per Sections 5.2 and 5.4 of this by-law, the Clerk shall arrange a hearing of the Clean Yard Appeal Committee as soon as practicable.
- 5.6 The Clean Yard Appeal Committee shall hear the appeal and may modify, confirm or quash the original Notice or may extend the original time frame given for compliance, provided that any modifications to the original Notice satisfy the intent of the by-law.

- 5.7 The Clean Yard Appeal Committee may call any witness to provide information to aid in their decision regarding the original Notice.
- 5.8 The Clean Yard Appeal Committee shall make their decision in writing and provide a copy of said decision to the appellant and to the Municipal Law Enforcement Officer.

6. BIOSECURITY PROCEDURES

- 6.1 With regard to inspections being conducted on agricultural lands where biosecurity measures are in effect, and the lands are posted as such, Municipal Law Enforcement Officers shall follow accepted provincial guidelines for conducting inspections on lands with active livestock operations.
- 6.2 All such inspections as described in Section 6.1 of this by-law will be conducted as the last scheduled inspection of the working day and only one such inspection will be conducted per working day.
- 6.3 All such inspections as described in Section 6.1 of this by-law shall be conducted in the company of the owner/operator of the livestock operation or his/her designate.

7. PENALTY

- 7.1 Every person who contravenes this by-law is guilty of an offence and upon conviction is liable to a fine or penalty as provided for in the Provincial Offences Act, R.S.O. 1990, as amended.
- 7.2 In addition to the foregoing penalty, failure to comply with the provisions of this by-law may result in the municipality undertaking to complete the work and any costs associated with the work shall be billed to the person responsible in a like manner as taxes.
- 7.3 In addition to the foregoing penalties, where a vehicle has been removed, impounded, restrained or immobilized according to Section 170(15) of the Highway Traffic Act, R.S.O. 1990, as amended, in violation of this by-law, all costs associated with the removal, impoundment, restraining or immobilization will be the responsibility of the registered owner of the vehicle.

8. SEVERABILITY

- 8.1 In the event that any of the provisions of this by-law are deemed ultra vires by any Court of competent jurisdiction, the remaining terms and provisions shall remain in full force and effect.

9. REPEAL

- 9.1 That former Township of Delhi By-law 26-94 and any amendments thereto and former Town of Simcoe By-law 89-33 and any amendments thereto, former Township of Norfolk By-law 1706-99 and any amendments thereto and former City of Nanticoke By-law 60-99, Sections 2.2 and 2.3 and any amendments to those sections are hereby repealed in their entirety.

10. EFFECTIVE DATE

- 10.1 The effective date of this By-law shall be the date of passage thereof.


ENACTED AND PASSED THIS 14TH DAY OF JUNE, 2005.

First Reading: June 14, 2005


Mayor

Second Reading: June 14, 2005

Third Reading: June 14, 2005


Clerk Deputy

SCHEDULE 'A'

NORFOLK COUNTY BY-LAW 2005-127

Section Number of the By-law in Alleged Violation	Identification/Description of Deficiency	Action to be Taken to Remedy Deficiency

Compliance Date: _____

Date of Scheduled Reinspection: _____



The Corporation of Norfolk County

Bylaw 2022 - TBD

BEING A BYLAW TO PROHIBIT REFUSE AND DEBRIS ON PRIVATE PROPERTY

WHEREAS the Municipal Act, S .O. 2001, C.25, Section 8, 9 and 10, as amended; authorizes the municipality to pass bylaws necessary or desirable for municipal purposes, and in particular paragraphs 5, 6 and 8 of subsection 10(2) authorize bylaws respecting the economic, social and environmental well-being of the municipality; the health, safety and well-being of persons; and the protection of persons and property;

AND WHEREAS the Municipal Act, S .O. 2001, C.25, Section 127, as amended; authorizes the municipality to pass bylaws to require the Owner or Occupant of land to clean and clear the land, not including buildings, or to clear Refuse from the land, not including buildings; and further to regulate when and how matters required under S. 127 clause (a) shall be done; and to define Refuse for the purpose of this section;

AND WHEREAS the Municipal Act, S .O. 2001, C.25, Section 128 as amended; authorizes the municipality to pass bylaws to prohibit and regulate with respect to public nuisances, including matters that, in the opinion of council, are or could become or cause public nuisances;

AND WHEREAS the Municipal Act, S. O. 2001, further authorizes the municipality, amongst other things, to delegate its authority, create offences for contravening its bylaws, to impose fees or charges on persons for services or activities provided or done by or on behalf of it, to provide for inspections and inspection orders and to make orders to discontinue activity or do work.

AND WHEREAS the Highway Traffic Act, R.S.O. 1990, as amended, Section 170(15), provides that a police officer, police cadet, municipal law enforcement officer or an officer appointed for the carrying out of the provisions of this Act may cause it to be moved or taken to and placed or stored in a suitable place and all costs and charges for removing, care and storage thereof are a lien upon the vehicle and may be enforced in the manner provided by the Repair and Storage Liens Act;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF NORFOLK COUNTY HEREBY ENACTS AS FOLLOWS:

1. SHORT TITLE

- 1.1. This bylaw shall be known as the "Lot Maintenance Bylaw".

2. DEFINITIONS

- 2.1 County - means the Norfolk County.
- 2.2 Debris - means refuse as defined within this bylaw.
- 2.3 Inoperative motor vehicle – includes but is not limited to a motor vehicle that:
- a. Is unable to be operated as a result of being dismantled, broken or incomplete, decayed or dilapidated, in particular with missing wheels, tires, body components or windows; or
 - b. Does not have affixed to it a number plate with current permit validation as required under the Highway Traffic Act.
- 2.4 Invasive plants – means any non-native plant species as defined by the director of parks or their designate which, in their opinion is a detriment to neighbouring properties.
- 2.5 Long Grass- shall mean grass, weeds or organic growth of any kind exceeding 20 cm. in height or length, but for the purposes of this bylaw, shall not include organic growth intended for horticultural, ornamental or agricultural purposes, or organic growth that is considered a native species which is documented as part of a prairie or savannah habitat.
- 2.6 Motor Vehicle - shall include an automobile, commercial motor vehicle, motorcycle, motor assisted bicycle, unless otherwise indicated in the Highway Traffic Act, and any other vehicle propelled or driven otherwise than by muscular power, but does not include the cars of electric or steam railways, or other motor vehicles running only upon rails, or a motorized snow vehicle, traction engine, farm tractor, self-propelled implement of husbandry or road-building machine within the meaning of the Highway Traffic Act .
- 2.7 Noxious Weeds - shall mean noxious weeds as defined by the Weed Control Act, R.S.O. 1990, as amended.
- 2.8 Officer - shall mean a Municipal Law Enforcement Officer or other person appointed by the Council of The Corporation of Norfolk County for the purposes of enforcing county bylaws and for the purposes of this bylaw shall include the Ontario Provincial Police or any other police agency.
- 2.9 Owner - shall mean the person who owns the property and, for the purposes of this bylaw, shall include any owner, occupant, tenant or lessee.

- 2.10 Person - shall include the owner as defined in Section 2.9 of this bylaw and may also include any individual, company, corporation, partnership, firm, trust, sole proprietorship, government or government agency, authority or entity, however constituted, joint venture, syndicate or any other legal entity, and includes all successors, assigns or other legal representatives of any such entities.
- 2.11 Property - shall mean any parcel of land or registered water lot located within a residential, commercial or institutional zone. Without limiting the generality of the foregoing, property shall mean lands and premises appurtenant to a building or structure but shall exclude any building or structure.
- 2.12 Refuse - shall include any unused or discarded material, thing or substance and, without limiting the generality of the foregoing, shall include debris, rubbish, junk, litter, discarded paper or paper products, unused or discarded materials of any kind, appliances, devices, apparatus, machinery, furniture, discarded clothing, construction materials, concrete, flagstone, gravel, asphalt, tires, unused motor vehicles or parts thereof, abandoned vehicles, inoperative motor vehicles, objects or conditions that may create fire, health or safety hazard, dead animals, old or decayed lumber, decayed trees, discarded trees, parts of trees and leaves or discarded organic materials that are not part of a compost program.
- 2.13 Vehicle - shall include a motor vehicle, trailer, recreational vehicle, camper, all-terrain vehicle, mobile home, boat, watercraft, traction engine, farm tractor, road-building machine and a vehicle drawn, propelled or driven by any kind of power, including a motorized snow vehicle, or the cars of electric or steam railways running only upon rails.

3. GENERAL PROVISIONS

- 3.1 Every person shall keep their property in a clean condition, and without limiting the generality of the foregoing, shall keep the property free of refuse, debris, long grass, noxious weeds and invasive plants.
- 3.2 Every person shall keep their property free from objects or conditions that are likely to create a health, fire or safety hazard.
- 3.3 Every owner of land or property abutting a highway, street or municipal laneway shall ensure that the untraveled portion of said highway, street or laneway that abuts said owner's land or property is kept clear of any and all refuse, debris, long grass, noxious weeds, invasive plants, safety hazards, and inoperative motor vehicles, and shall ensure that all turf grass areas on said untraveled portion of the highway are maintained in accordance with this bylaw.

- 3.4 The occupant of a residential property may provide for a compost heap, provided that the compost pile covers an area no larger than 1 sq m (10 sq. ft), not more than 1.8m (6 ft) in height and is enclosed on all sides by concrete block or lumber or is in a container, or an enclosed commercial plastic container designed for composting.

4. ENFORCEMENT

- 4.1 This bylaw shall be enforced by a Municipal Law Enforcement Officer.
- 4.2 A Municipal Law Enforcement Officer shall determine what constitutes a health, fire or safety hazard.
- 4.3 Where an officer is satisfied that a property is not maintained in compliance with the provisions of this bylaw, the officer may make an order or written direction to the owner, directing that the property be brought into compliance with the requirements of this bylaw within a defined time period but such time period shall not be less than seventy-two (72) hours from date of the order or direction, save and except that which constitutes a safety, health or fire hazard.
- 4.4 An order or written direction shall contain the reasonable particulars of the contravention, the work to be completed and the date or dates by which the work must be complete.
- 4.5 Said order or written direction may be served:
- a. by regular mail to the last known address of the owner or occupant of the property where the contravention occurred; or
 - b. by an officer posting the order in a conspicuous place on the property; or
 - c. personally on the owner or occupant of the property where the contravention occurred
- 4.6 In the case of a health, fire or safety hazard, a Municipal Law Enforcement Officer may compel that said hazard be removed forthwith without the order or direction as described in section 4.3.
- 4.7 Any employee, officer or agent of the County may enter upon property at any reasonable time for the purpose of carrying out an inspection to determine whether or not the following are being complied with:
- a. This bylaw;
 - b. A direction or order made under this bylaw;
 - c. A prohibition order made under s. 431 of the Municipal Act, 2001

- 4.8 An officer may for the purposes of the inspection under section 4.7
- a. require the production for inspection of documents or things relevant to the inspection;
 - b. inspect and remove documents or things relevant to the inspection for the purpose of making copies or extracts;
 - c. require information from any person concerning a matter related to the inspection; and
 - d. alone or in conjunction with a person possessing special or expert knowledge, make examinations or take tests, samples or photographs necessary for the purposes of the inspection.
- 4.9 Any cost incurred by the county in exercising its authority to inspect under 4.8(d), including but not limited to the cost of any examination, test, sample or photograph necessary for the purposes of the inspection, shall be paid by the owner of the property where the inspection takes place.

5. OFFENCES AND PENALTIES

- 5.1 Every person who contravenes this bylaw or fails to comply with an order made under this bylaw is guilty of an offence and upon conviction is liable to a fine or penalty as provided for in the Provincial Offences Act, R.S.O. 1990, as amended.
- 5.2 Every person who hinders or obstructs an officer exercising a power or performing a duty under this bylaw is guilty of an offence and upon conviction liable to a fine or penalty as provided for in the Provincial Offences Act, R.S.O. 1990, as amended.

6. ADMINISTRATION

- 6.1 Where any person has failed to comply with the provisions of this bylaw or fails to comply with an order or direction made under this bylaw, the county or its agents may enter upon the property at any reasonable time, to perform the work at the person's expense. The county may recover the costs from the person ordered, directed or required to do it, by action or by adding the costs to the tax roll and collecting them in the same manner as property taxes. Such costs shall include any fees or accrued interest as authorized under a bylaw of the county.
- 6.2 Where a vehicle has been removed, impounded, restrained or immobilized according to Section 170(15) of the Highway Traffic Act, R.S.O. 1990, as amended, in violation of this bylaw, all costs associated with the removal,

impoundment, restraining or immobilization will be the responsibility of the registered owner of the vehicle.

7. SEVERABILITY

- 7.1 If a court or tribunal of competent jurisdiction declares any portion of this bylaw to be illegal or unenforceable, that portion of this bylaw will be considered to be severed from the balance of the bylaw, which will continue to remain in effect.

8. REPEAL

- 8.1 That Norfolk County Bylaw 2005-127 is hereby repealed save and except that bylaw 2005-127 will continue in full force and effect with respect to all notices, directions, orders, proceedings and things done on or before the date of enactment of this bylaw.

9. EFFECTIVE DATE

- 9.1 The effective date of this Bylaw shall be the date of passage thereof.

ENACTED AND PASSED this (DAY) day of (MONTH) 2022.

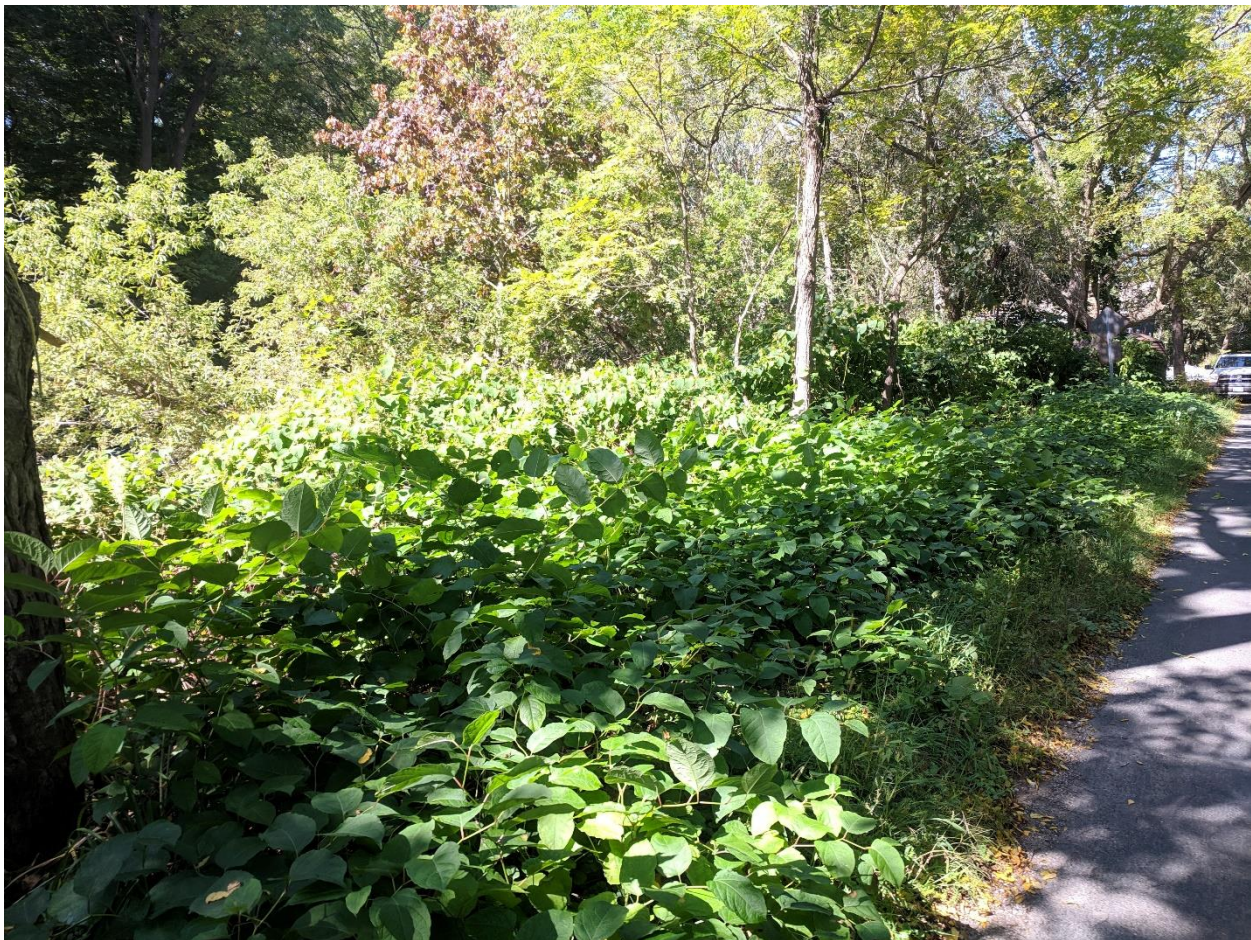
Mayor

Clerk

Attachment 3

Justification Report

for inclusion of Japanese Knotweed (*Fallopia japonica*) in Norfolk County's Clean Yard By-law



Prepared by: Adam Biddle, Supervisor, Forestry, Norfolk County

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Date: September 16, 2021

Introduction:

Norfolk County is currently proposing revisions to the current Clean Yard By-law (By-law 2005-127). As part of the revision, Forestry staff are recommending the inclusion of Japanese Knotweed (*Fallopia japonica*) as a plant to be regulated through the by-law. The Clean Yard By-law currently requires private landowners to keep their properties free of refuse, debris, long grass or noxious weeds (as defined by the *Weed Control Act*, RSO 1990, as amended). The following report is intended to provide support as to why Norfolk County should also regulate Japanese Knotweed on private lands within Norfolk County.

Description of Japanese Knotweed:

Japanese Knotweed is an extremely invasive plant that, when established, can be very difficult to eradicate. It was introduced into North America the 1800's through the horticulture industry, and was planted as an ornamental feature in landscaping and also used for erosion control.

The plant resembles bamboo, being hollow with visible nodes between branches. The stem is green with purple colouring at the nodes and purple blotches along the main stem. It has heart-shaped leaves with smooth leaf margins.

Japanese knotweed can become established in a wide-range of habitat types, including woodlands, roadsides, riparian and wetland areas, and dry sandy sites.

Japanese Knotweed forms dense patches with rhizomes that are able to sprout new growth several meters away from visible above ground growth. The reproduction of the plant is accomplished primarily via rhizomes in the root system, and reproduction via seed is relatively rare. The root system can be very robust reaching depths of over a meter, which is what makes the plant so difficult to control. The movement of soil contaminated with pieces of root from the plant is the primary mechanism that enables this plant to spread from one location to another, which it has done quite successfully since its introduction to North America.

Threats of Japanese Knotweed:

In addition to displacing native vegetation and having a negative impact on native biodiversity, the plant can also create maintenance issues along roads, trails and drains, and cause damage to infrastructure. Japanese knotweed has been shown to grow through asphalt and concrete and spread from one side of a road way to the other via the underground root system. Where it becomes established along watercourses, parts of the root system may break off and become established downstream, allowing the plant to spread rapidly. It has been shown to have negative impacts to property values where it is established in parts of the United Kingdom and British Columbia.

Existing Regulations of Japanese Knotweed:

Japanese knotweed is identified in the top 100 invasive species worldwide according to the Global Invasive Species Database (developed by the Invasive Species Specialist Group).

Japanese Knotweed is currently regulated through Ontario's *Invasive Species Act*, S.O. 2015, where it is designated as a "Restricted" invasive species. This designation makes it illegal to import, deposit, release, breed/grow, buy, sell, lease or trade Japanese Knotweed.

Japanese knotweed is not currently recognized as a noxious weed pursuant to Ontario's *Weed Control Act*. It is, however, listed as a noxious weed in Alberta and British Columbia on their provincial noxious weed lists.

Although current provincial regulations in Ontario help restrict the introduction of Japanese knotweed into the province and has eliminated production of the plant domestically, it does very little to compel landowners with Japanese knotweed existing on their property to eradicate it.

Japanese Knotweed in Norfolk County:

Norfolk County is currently undertaking control of Japanese knotweed where it has been identified on County owned lands. Most infestations of Japanese knotweed on County owned lands are related to roadside populations. In many of these instances Japanese knotweed is also established on adjacent private lands.

There are approximately 40 different sites currently being controlled or monitored by Norfolk County. Each "patch" of Japanese Knotweed is counted as a separate site, so although there are 40 different sites, some sites are in close proximity to each other. With that said, Japanese knotweed is confirmed to be in the towns of Simcoe, Port Dover, Delhi, and along rural roadsides in the former townships of Charlotteville, Woodhouse, Windham, and North Walsingham.

Staff have also been made aware of other locations where Japanese knotweed exists on private land, where it does not impact County owned land but has potential to impact adjacent privately owned properties.

Conclusion:

Japanese knotweed is established in Norfolk County, on both private and County owned land. It is likely, if not controlled, Japanese knotweed will continue to spread and create nuisance and maintenance issues for private landowners and the County. Where Norfolk County is controlling Japanese knotweed on its own land, efforts have now stalled due to the infestation existing on adjacent private lands allowing the infestation to persist on County land as well.

Norfolk County will be reaching out to landowners where Japanese knotweed is known to exist, particularly where it is adjacent to a site being controlled by Norfolk County. Forestry staff feel it would be beneficial to regulate Japanese knotweed through Norfolk County's Clean Yard By-law so that the impacts of Japanese knotweed can be addressed, and the spread of Japanese knotweed can be reduced and ideally eliminated.

Forestry staff are able to provide assistance to By-law staff in the identification of Japanese knotweed, and are able to provide technical guidance to landowners who are dealing with an infestation. It is anticipated that regulating Japanese knotweed will not result in a significant amount of increased effort or staff time, rather, the concern is that by not regulating Japanese knotweed the County will continue to deal with problem infestations and landowners may be subject to the similar issues if Japanese knotweed exists adjacent to their property.

The regulation of Japanese knotweed through the Clean Yard By-law will provide the County and landowners seeking relief from the impacts of Japanese knotweed an opportunity to address existing

infestations through enforcement measures. It also provides an opportunity to educate the general public about Japanese knotweed and demonstrates the County's desire to prevent damages caused by Japanese knotweed.

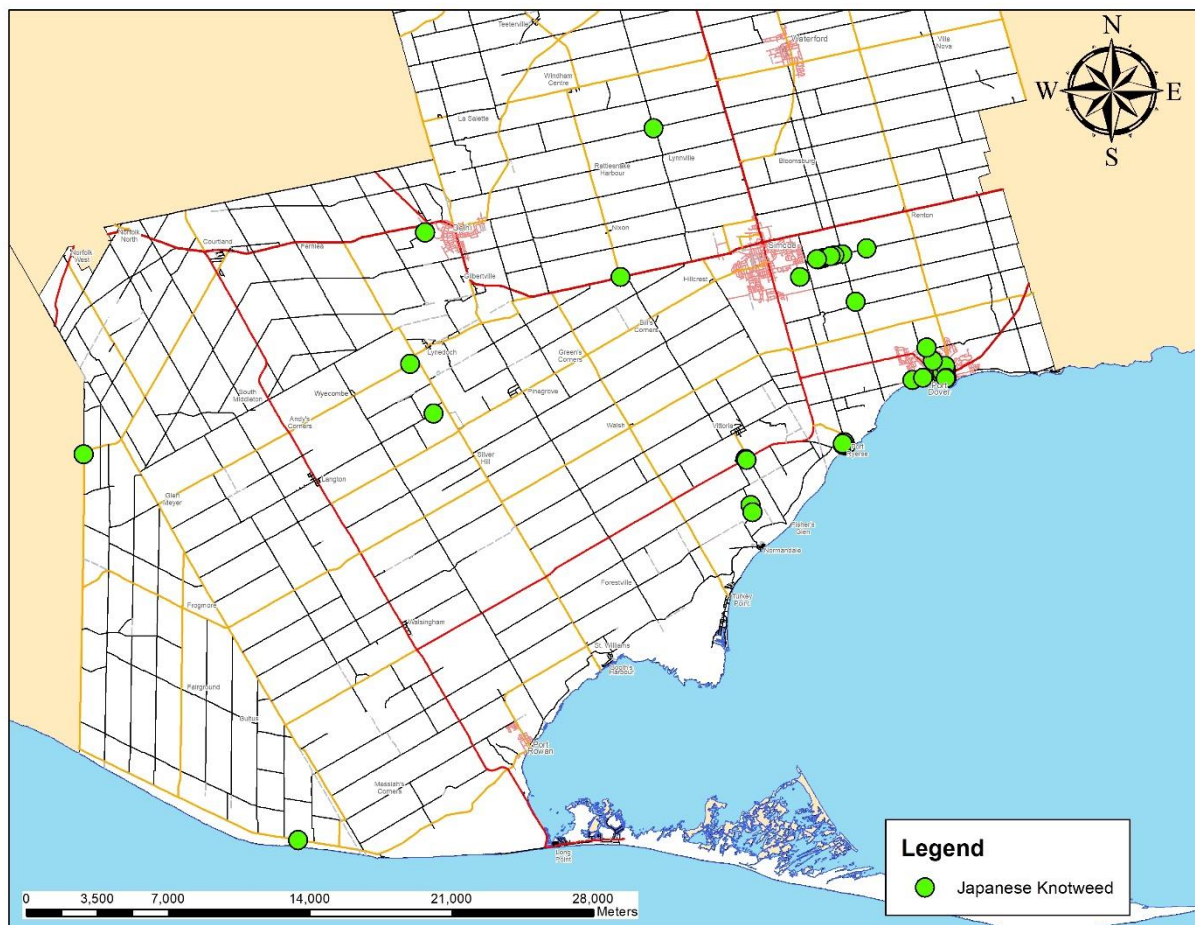


Figure 1. Distribution of Japanese knotweed on Norfolk County owned lands.

Additional information:

https://www.ontarioinvasiveplants.ca/wp-content/uploads/2016/06/OIPC_BMP_JapaneseKnotweed.pdf

<http://www.invadingspecies.com/invaders/plants/japanese-knotweed/>

<https://www.macleans.ca/society/science/the-plant-thats-eating-b-c/>

**Corporation of Norfolk County
Resolution Sheets
Council-in-Committee**

**Resolution
Number**

Title: Motion Re: Other Business - Procedural By-law Amendment
January 11, 2022
Date:

Moved By: Councillor Vandendriessche

Seconded By: _____

THAT an 'other business' definition be added to section 2 of the procedural by-law to be defined as "a section on the agenda for Council or Committees to inquire or provide updates about pressing community concerns or issues during meetings;"
AND THAT section 9.1 of the procedural by-law be amended to include 'other business' as item 15 (prior to announcements agenda item) on Council agendas;
AND FURTHER THAT section 22.4 of the procedural by-law be amended to include 'other business' as item I (prior to announcements agenda item) on the Council-in-Committee agendas.

Carried.

Tied.

Defeated.

**Carried Unanimously
/ Defeated
Unanimously**

**Corporation of Norfolk County
Resolution Sheets
Council-in-Committee**

**Resolution
Number**

Title: Motion Re: 15-Minutes Parking Zones January

Date: 11, 2022

Moved By: Councillor Martin

Seconded By: _____

**THAT Council direct staff to develop criteria to evaluate and determine appropriate 15-minute parking zones as a temporary measure in 2022 in consultation with the Chambers of Commerce, the BIAs, Board of Trade and local businesses;
AND THAT staff bring forward a by-law in Q1 of 2022 authorizing 15-minute parking zones subject to the criteria developed;
AND THAT this criteria be utilized until such time as the County-wide parking study is completed and a formal process is developed.**

Carried.

Tied.

Defeated.

**Carried Unanimously
/ Defeated
Unanimously**